



Track Vehicles operating in the Sydney Trains network

This information has been prepared to remind Network Control Officers, Track Vehicle Operators and Qualified Workers in charge track vehicle movements of their responsibilities when operating and managing Track Vehicles within the network.

Unless track vehicles are listed in the Train Operating Conditions (TOC) manual as operating track circuits they must be either:

- worked as a train under block working conditions, or
- operate within the limits of a Track Occupancy Authority (TOA).

Working as a train under Block working conditions

Track vehicles must only be worked as a train under block working conditions where a competent worker qualified in the Rail Vehicle Detection system (RVDS) is present and where possible the movement has been advertised.

Track vehicles travelling as a train must obey all fixed signal indications and must not set back unless authorised by the Train Controller.

If operating in a convoy the competent worker must accompany the rear most vehicle.

Operating track vehicles on the authority of a TOA.

Where a track vehicle is operating on the authority of a TOA, the Track Vehicle Operator (TVO) or PO must be issued with a NRF 002 form.

Track vehicles must obey fixed signal indications.

Absolute signals must only be passed at STOP on the authority of the Signaller.

Operating track vehicles within a controlled locations Yard Limits

Track vehicles operating within yard limits must be block worked at all times and travel:

- on the authority of fixed signals, or
- on the signallers verbal authority

After rail traffic enters the limits of the block, Signallers must:

- set the entry-end signal at STOP, with blocking facilities applied, and
- maintain blocking facilities until rail traffic has passed complete beyond the nominated location.

Before authorising a track vehicle movement over points, Signallers must ensure all points for the intended route are set and secured.

Route setting interlocking machines and Computer Control systems.

Before authorising track vehicle movements over points that are controlled from a Route-setting interlocking machine or Computer Control system, Signallers must ensure the the points are set in the correct position using the individual points controls.

Blocking facilities must be placed on these points controls and not removed until assured by the TVO or competent worker that all track vehicles are clear of the points.

Automatic Route Setting (ARS)

The ARS function for the applicable area must be disabled when block working rail traffic in areas equipped with ARS.

Self Normalising Points

If a track vehicle does not reliably operate track circuits and is travelling over self normalising points, and the points are in a position where they can self normalise, the points must be secured for the passage of the track vehicle.

Track vehicles travelling in a convoy

When travelling in a convoy, track vehicles must travel as close as is safely practicable while considering current track and environmental conditions.

Operators of track vehicles must maintain effective communication.

The convoy must close up;

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

The competent worker in charge of a movement must tell the *Network Control Officer* when the vehicle has;

- entered or cleared a section, or
- cleared the running line, or
- cleared a location nominated by the NCO



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