

work on track

NWT 316 Track vehicles

Purpose

To prescribe the rules for operating track vehicles in the Network.

Track vehicle approval

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

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

Fitness for travel

Before travelling on the Network, track vehicles must be inspected and certified as fit for travel in accordance with the *Train Operating Conditions (TOC) manual*.

Occupying a portion of track

Track vehicles may occupy a portion of track only with the authority of the Signaller responsible for the location.

Track vehicles must enter or be placed on a portion of track 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 absolute signals.

The Qualified Worker in charge of a movement must tell the Signaller when the rearmost vehicle has:

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

work on track**NWT 316 Track vehicles** **Warning**

If a track vehicle that does not reliably operate track-circuits is to travel 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.

Authority to travel

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

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

Inside an attended location's yard limits, track vehicles must be worked under manual block working conditions, and travel:

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

Signallers must be told about:

- the number and types of track vehicles in a movement, and
- the identification number of the last vehicle, or
- the identification numbers of all vehicles in the convoy.

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 certified as competent in signal recognition.

Track vehicles travelling as a train must have in the rearmost vehicle a Qualified Worker who is certified as competent in the Rail Vehicle Detection (RVD) system of Safeworking.

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

- report to, and obey instructions from, the Signaller, and
 - tell other Track Vehicle Operators in the convoy about conditions relating to the movement, and
 - tell the Signaller when the limits of authority have been cleared, and
 - make sure that points are set correctly and secured for the movements.
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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 Network Controller must tell affected Signallers about the movement.

In track-circuited territory, track vehicles travelling as a train must be block worked if any of the vehicles is not listed in the *TOC manual* as reliably operating track circuits.

Track vehicles travelling as a train must not set back without authority.

Travelling in convoy

Track vehicles travelling in convoy must travel as closely as is safely practicable, taking into account current track and environmental conditions.

Operators of track vehicles in convoy must maintain effective communication.

If communication is lost, following Track Vehicle Operators must travel:

- at restricted speed until communication is re-established, and
- within sighting distance of the vehicles ahead and behind.

The convoy must close up:

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

Fixed signal aspects displayed to the leading vehicle apply to all track vehicles in the convoy.

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Overdue track vehicle

If a track vehicle movement is overdue, the Signaller must establish its location.

If unable to communicate with the Qualified Worker in charge of the movement, the Signaller must:

- act in accordance with the requirements of *NGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*, and
 - treat the line as obstructed, and
 - immediately tell the Track Vehicle Operator's representative.
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Movements associated with a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)

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

Entering LPA or TOA limits

Track vehicles 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

Track vehicles must be piloted within Authority limits.

Within yard limits, Track Vehicle Operators must get the Signaller's authority for unsignalled movements.

Passing signals at STOP

Signals that cannot be cleared must be passed at STOP in accordance with *NSG 608 Passing signals at STOP*.

Departing

Track vehicles may depart the limits of an LPA or TOA only on the Signaller's authority.

work on track**NWT 316 Track vehicles****Track vehicle speed limits**

A track vehicle's speed must not exceed the lower of:

- the speed specified in the TOC manual for the track vehicle, or
- the track speed.

If a track vehicle must travel behind a train in a section, it must travel at restricted speed.

 **Warning**

Track Vehicle Operators must use speeds that are safe for the prevailing conditions.

Whistles

A track vehicle's whistle must be sounded once:

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

Whistle codes

Track Vehicle Operators must use the following whistle codes as warnings:

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

work on track**NWT 316 Track vehicles****Headlights**

Headlights must be switched on during travel.

Headlights must be dimmed or switched off during approach to:

- rail traffic
 - a platform
 - a location where shunting is in progress
 - a motor vehicle on a nearby road
 - a signal box.
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Tail lights

Track vehicles must have red tail lights lit or an approved end-of-train marker during travel.

Hazard lights

Track vehicles on the line must have operating hazard lights, or amber or orange flashing lights.

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

Travelling over level crossings

Before proceeding over a level crossing, track vehicle operators must:

- make sure that no road or pedestrian traffic is using the level crossing, and
 - make sure that it is safe to do so, and
 - if possible, manually operate the level crossing warning equipment.
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Stabling track vehicles

Track vehicles may be stabled on running lines only:

- if an authorised publication has advertised the stabling, or
- with the authority of the Network Controller responsible for the location.

Track vehicles stabled on running lines must be removed:

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

Track vehicles stabled on lines other than running lines must be:

- clear of the running line, and
- secured against unintended movement, and
- if stabled in a siding, be inside derail devices.

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

Track vehicle security

Track vehicles must be secured against unauthorised operation and unintended movement at all times.

Related Documents

<i>NPR 700</i>	<i>Using a Local Possession Authority</i>
<i>NPR 701</i>	<i>Using a Track Occupancy Authority</i>
<i>NPR 702</i>	<i>Using a Track Work Authority</i>
<i>NPR 710</i>	<i>Piloting rail traffic</i>
<i>NPR 721</i>	<i>Spoken and written communication</i>
<i>NPR 748</i>	<i>Track vehicle travel</i>