

Work trains

Purpose

To prescribe the rules for operating work trains in the Country Regional Network (CRN).

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 rail traffic crews must maintain effective communication.

In Train Order Territory, work trains must be issued a Work Train Order whenever possible.

Piloting

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

Entering or Travelling Within LPA or TOA limits

Work trains must be piloted into the Authority limits from:

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

Work trains must be piloted within the Authority limits.

Work trains departing the TOA limits, that have passed complete beyond all worksites within the TOA limits, and not returning, do not require a pilot or piloting.

Absolute signals

Within the LPA or TOA limits, rail traffic crews must get the Network Control Officers authority before passing absolute signals at STOP that cannot be cleared.

If the LPA or TOA limits are within yard limits, rail traffic crews must get the Network Control Officers permission for unsignalled movements.

Permissive signals

Within LPA or TOA limits, permissive signals may be passed at STOP on the Pilot's or Protection Officer's direction.

Slip sites

If a signal at STOP protects a slip site, Rail traffic crew must follow the directions on the instruction sign on the signal.

Departing

Work trains may depart the specified limits of the LPA or TOA only on the Network Control Officer's authority.

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JHR Network Procedures

CNPR 700 Using a Local Possession Authority

CNPR 701 Using a Track Occupancy Authority

CNPR 710 Piloting rail traffic

Effective date

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Pre-release