

Alternative Train Orders

Purpose

To describe Alternative Train Orders used in the Country Regional Network (CRN).

Principle

Alternative Train Orders authorise rail traffic movements that cannot be authorised by a Train Order.

Special Order

Special Orders authorise bi-directional rail traffic movements in Train Order Territory.

CRN Network Control may issue a Special Order to:

- complete movement of rail traffic between nominated control points where a Train Order cannot be issued, and/or
- assist the recovery of disabled rail traffic.

Work Train Order

Work Train Orders authorise a work train to enter the limits of a Track Occupancy Authority (TOA).

CRN Network Control may issue a Work Train Order to permit entry to the limits of a TOA after the rail traffic crew:

- make agreed arrangements with the holder of the TOA, and
- obtain a supplementary code from the holder of the TOA, and
- supply the supplementary code to the Network Control Officer (NCO).

Once the supplementary code is processed by the NCO, the Work Train Order may be issued to the Rail Traffic Crew of the work train.

Issuing and Authorising Alternative Train Orders

Where circumstances require the issue of an Alternative Train Order (Special Order or Work Train Order), and where it has been confirmed that a Train Order cannot be issued, the NCO must:

- compile an Alternative Train Order
- issue the Alternative Train Order verbally to the Rail Traffic Crew
- authorise the Alternative Train Order after acknowledging a correct read back of the Order details from the Rail Traffic Crew.

Rail Traffic Crew receiving an Alternative Train Order must:

- compile the order on a Train Order form (CNRF 009), and
- confirm all details of the Order by reading them back to the NCO.

Alternative Train Orders

Limits of authority

The limits of authority for a Special Order must be specified by the NCO and recorded;

- on the train control diagram by the NCO, and
- on the Train Order form CNRF009 by the Rail Traffic Crew.

The limits of authority for a Work Train Order must be specified by the NCO and recorded;

- on the train control diagram by the NCO, and
- on the Train Order form CNRF009 by the Rail Traffic crew.

Assurances

The Network Control Officer must ensure that:

- the line between the limits of an Alternative Train Order will only be occupied by authorised rail traffic, and
- effective communication is established between:
 - Rail Traffic Crew/s, and
 - Competent Workers, and
- all previously issued Train Orders relating to the section of track to which an Alternative Train Order is to be issued have been cancelled or fulfilled, and
- any obstructions on the track are protected to ensure they are not struck by rail traffic, and
- work on track authorities not associated with the Alternative Train Order, are cancelled, or fulfilled, and
- Competent Workers known to be affected by the issue of an Alternative Train Order have been advised of planned movements authorised by an Alternative Train Order, and
- Rail Traffic Crew is, or will be, advised of any known temporary speed restriction applied to the section of track relevant to the Alternative Train Order, and
- where required, disabled rail traffic is managed in accordance with CNTR 400 Protecting Rail Traffic and CNTR416 Disabled Rail Traffic, and
- All conditions required relating to CNGE206 Reporting and Responding to a Condition Affecting the Network have been met.

Transferring Alternative Train Orders

Rail Traffic Crews may transfer Alternative Train Orders after confirming all Alternative Train Order details with the new Rail Traffic Crew.

Alternative Train Orders

cancelling a Work Train Order

A Work Train Order may only be cancelled when the following conditions have been met:

- The NCO is assured that the authorised movement has not commenced, or has not been completed, and
- The relevant rail traffic is stationary, and
- All affected Competent Workers have been told the Work Train Order will be CANCELLED.

Fulfilling an Alternative Train Order

An Alternative Train Order may only be fulfilled when the following conditions have been met:

- The NCO has confirmed that the authorised movement has been completed or cannot be completed, and
- The related rail traffic is stationary, and
- The location of the stationary rail traffic has been confirmed with the Rail Traffic Crew, and
- All affected Competent Workers have been told the Alternative Train Order will be FULFILLED.

JHR Network Procedures

CNPR 710 Piloting rail traffic

CNPR 721 Spoken and written communication

CNPR 720 Protecting rail traffic