PDF Version

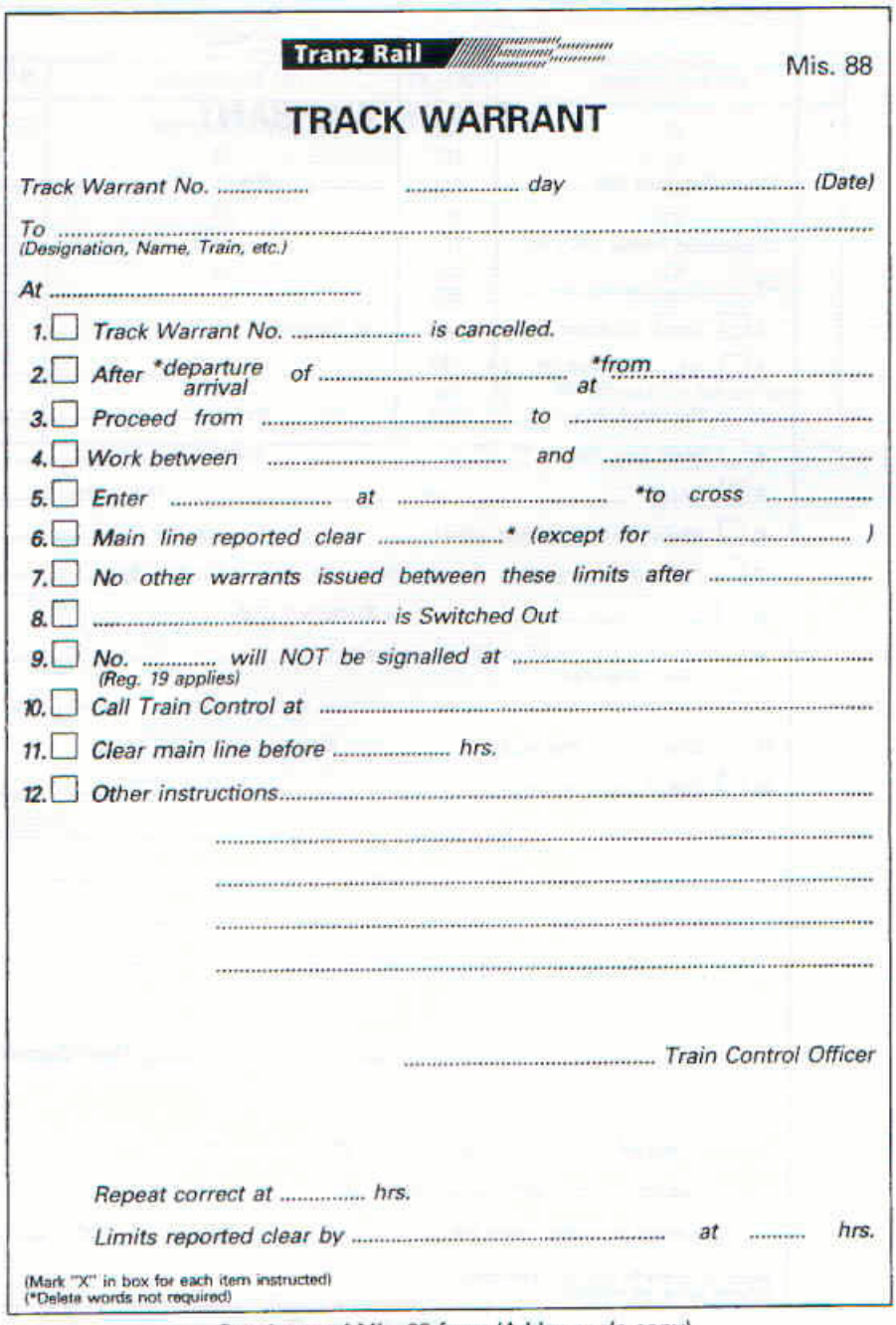
Track Warrant Control Regulations

The pdf version of the Track Warrant Control Regulations reflects Tranz Rail practice in the late 1990s. Current practice may differ – for example, this document does not include descriptions of the Arrival signals that are replacing facing points indicators.

I have formatted this document so that it is a close match to the original. However, it is not identical – for example, I have made no attempt to match the pagination of the original.

Griptypethyne
March 2003

Track Warrant - Form Mis 88



Tranz Rail

Mis. 88

TRACK WARRANT

Track Warrant No. .... day ..... (Date)

To .....
(Designation, Name, Train, etc.)

At .....

1. ☐ Track Warrant No. ..... is cancelled.
2. ☐ After *departure / arrival of ..... *from at .....
3. ☐ Proceed from ..... to .....
4. ☐ Work between ..... and .....
5. ☐ Enter ..... at ..... *to cross .....
6. ☐ Main line reported clear .....* (except for .....)
7. ☐ No other warrants issued between these limits after .....
8. ☐ ..... is Switched Out
9. ☐ No. ..... will NOT be signalled at .....
(Reg. 19 applies)
10. ☐ Call Train Control at .....
11. ☐ Clear main line before ..... hrs.
12. ☐ Other instructions.....

.....

.....

.....

.....

..... Train Control Officer

Repeat correct at ..... hrs.

Limits reported clear by ..... at ..... hrs.

(Mark "X" in box for each item instructed)
(*Delete words not required)

Specimen of Mis. 88 form (Addressee's copy)

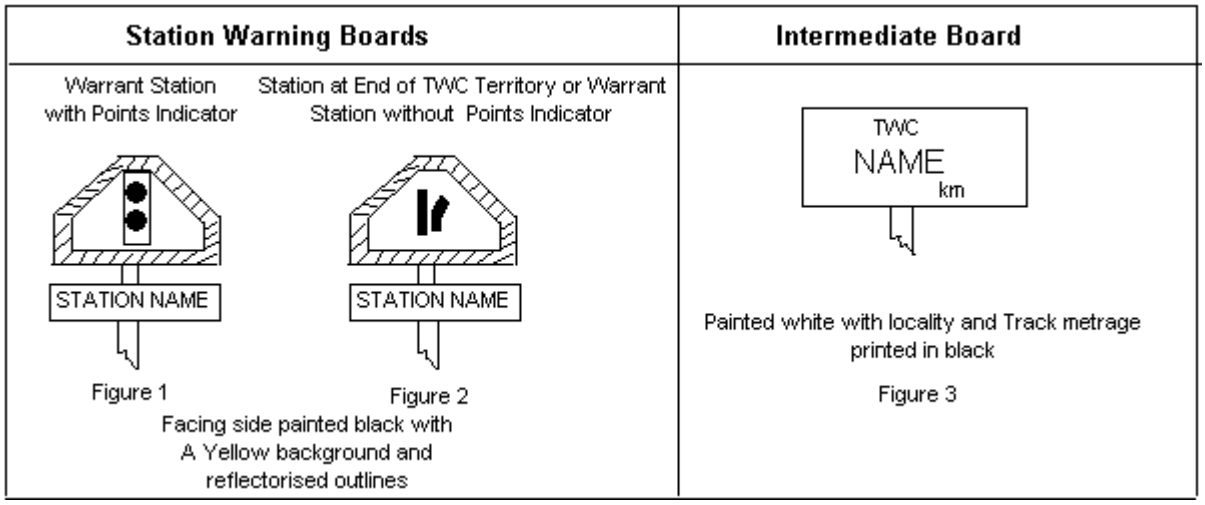
TABLE OF CONTENTS.

TRACK WARRANT CONTROL (TWC) REGULATIONS

In Track Warrant Control territory occupation of the main line is controlled by instructions issued by Train Control and entered on a track warrant. Track Warrant Control (TWC) is used in areas where Automatic Signalling or CTC, is not in use.

TWC areas are arranged and equipped with Interlocked stations and Warrant stations. Interlocked stations will he remotely controlled or attended when switched in or may be switched out. Warrant stations are equipped with either motor points with indicators, or hand points and are normally operated by train crews,

The areas worked under Track Warrant Control are specified in the Working Timetable.
The beginning and end of each TWC area will be defined by Notice Boards. The following definitions will apply in Track Warrant Control territory-
(**a) Interlocked Station**-A station at which the apparatus for working the signals and points is arranged to prevent conflicting movements, and can be manually controlled. Interlocked stations are protected by home signals.
(b) Warrant Station-A non-interlocked station provided for the crossing of trains, or the junction of two main lines. Warrant Stations are either protected by Arrival signals or where signals are not provided the approaches from each direction will be marked with a Station Warning Board (See Figs 1 and 2).
(c) Intermediate Board-A notice board (See Fig 3) provided between stations or sidings to identify a location which may be used to designate a limit for a track warrant. The locations of Intermediate Boards are listed in the Working Timetable.
(d) Addressee-- The Locomotive Engineer, Ganger or other employee to whom the track warrant is addressed and who is responsible for ensuring the provisions of the track warrant are carried out.
(e) Station Warning Board - A notice board (See Figs 1 and 2) provided to mark the approaches to a Warrant Station or the end of TWC territory, where a fixed signal is not provided for the purpose.



1. Circumstances which call for Special Action - When circumstances arise which call for special or unusual action requiring a departure from a Track Warrant Control Regulations, duly authorised Officers may authorise such action by the issue: of a train advice which must incorporate any instructions necessary to ensure safe working. When this occurs a full report of the circimstances must be forwarded to the Group General Manager Service Delivery.

2. Operating in Track Warrant Control Area –

(a) A Train, Mobile Track Equipment, or shunting movement must not enter upon or foul any part of the main line without the authority of a track warrant. This includes the main line within station limits.

(b) The authority of a track warrant will apply to the main line only.

(c) Main line points operated by a hand lever must not be unlocked until a track warrant to occupy or work on that part of the main line is obtained.

(d) A track warrant may be issued to allow work on or alongside the main line without other protection. A track warrant issued for other than trains must be addressed to the member responsible for safe working. He must hold the appropriate current Operating Certificate

(e) In addition to authorising occupancy of the main line within designated limits, a track warrant may contain other instructions with which the addressee must comply.

When clause 10 of a track warrant specifies that a call is to be made at a location, then that call must be made but the train need not stop for an acknowledgment fropm Train Control. When Train Control acknowledges the addressee will advise their location and the terminating limit of the warrant held.

(f) When a track warrant authorises a movement to "proceed" the movement must proceed in the direction specified except when verbally authorised by Train Control for shunting at a station or siding. Train Control must not give such authority for any part of the line where another movement or work has been authorised.

(8) When a track warrant authorises a movement to "work" the movement may work in either direction between the locations specified. The movement must not enter a station or siding which is a limit of the track warrant unless authorised to do so

(h) A track warrant, Once in effect, must not be altered in any way.

(i) When a track warrant is in effect and it is necessary to change its limits or instructions, a new track warrant must be issued. The new track warrant must contain the words "Track warrant No. is cancelled", and give the number of the track warrant being invalidated.

(j) If a time by which the main line is to be clear is shown in the track warrant, the work authorised must be clear of the limits by the time specified unless another track warrant has been obtained.

(k) Separate track warrants must be issued to and from a station at which the train is to cross or pass another train, except when the first train is waiting in clear of the main line at the station where the crossmg is to take place at the time the track warrant is issued to the second train. If the first train is standing on the loop the Locomotive Engineer of the second train must be advised accordingly.

(l) A track warrant which specifies that a movement or work is authorised "after" a train, may only be issued when the addressee is at the location at which the train is to arrive at or depart from; and, the train after which the movement is to take place has been authorised to proceed in one direction only.

When the movement is to be carried out after arrival of a train the addressee must ensure the train specified has in fact arrived, before carrying out the movement or work authorised.

When the movement is to be carried out after departure of a train, the addressee must ensure that the departing train has cleared the area far enough for the movement or work to be safely performed.

(m) The Locomotive Engineer of a train reporting limits clear of a track warrant or portion of the limits clear. must only do so when it has been confirmed that the train is complete.

3. Limits of a Track Warrant-

(a) The limits of a track warrant will be designated by specifying stations, sidings, Intermediate boards, signals, Points Indicators, points or track metrage pegs. A track metrage peg must not be used to designate the limit to which a train is authorised to "proceed".

(b) The authority of a track warrant which commences at a station or siding will extend from

(i) *At an Interlocked station*- The last main line to loop points met when leaving the station, or if there is no loop the last main line points. When the movement over these points is controlled by a signal the authority will extend from that signal.

(ii) *At a Warrant station*- the last main line to loop points met leaving the station, or if there is no loop the last main line points. When these points are equipped with a Points Indicator then the authority will extend from the Points Indicator.

(iii) *At a siding*- the last main line points met leaving the siding.

(c) The authority of a track warrant which terminates at a station or siding will extend to-

(i) *At a station-Station* limits at the entrance to the station.

(ii) *At a siding* - the first main line points met approaching the siding.

When the track warrant instructs the movement to enter the main the authority will extend to the last main line to loop points, or if there is no loop, to the last main line points. When these points are equipped with a signal or points indicator which applies to the movement the authority will end at that signal or points indicator.

When the track warrant instructs the movement to enter the loop or siding the authority will extend to and include the first facing points which give access to the loop or siding

(d) The movement must not stand foul of points when these are the limits of the track warrant.

4. Occupying Same Limits- A track warrant must not be issued for any portion of the line for which another track warrant is still in effect except in the following circumstances

(a) That portion of the line which is common to both track warrants is within the "work between" limits of each warrant. The respective track warrants must advise the addressees of each other's presence on the same part of the line, and contain any instructions necessary to ensure safe working

(b) A train is following another which is authorised to proceed in one direction only and either

(i) The train in front has reached a station, siding or Intermediate board beyond any location to which the following train is being authorised; or

(ii) The train in front has passed through a station in advance and the following train is authorised up to or into that station; or

(iii) The train in front has berthed in clear on the main at a station in advance and the following train is authorised up to or into the loop at that station

(c) The second track warrant authorises a movement "after the arrival" of a train whose track warrant is still in effect.

(d) The second track warrant authorises shunting or other work on or foul of the main line "after the departure" of a train whose track warrant is still in effect.

5. Method of Issuing Track Warrants- The Train Control Officer must enter the relevant details on his local copy and transmit the particulars direct to the addressee for entry on a Track Warrant form.

When the addressee has correctly repeated the instructions back the Train Control Officer will confirm by the words "that is correct":, followed by the time. Both members will endorse this time in the space provided in the track warrant which will then be in effect.

Should Train Control not have direct communication with the addressee, the track warrant particulars may be relayed through another employee qualified in the operation of Track Warrant Control. The employee relaying the track warrant must correctly repeat the particulars back to the Train Control Officer before being instructed to relay the track warrant to the addressee. When the track warrant has been relayed to the addressee and read back correctly the relaying employee will confirm by the words "that is correct", followed by the time. Both these members will endorse this time in the space provided in the track warrant which will then be in effect. The employee relaying the track warrant will then advise Train Control that the track warrant has been relayed to the addressee and the time the correct repeat was obtained. The Train Control Officer will endorse this time on his copy of the track warrant. The relaying will then write "Relayed" across the face of the warrant and forward it to their local Training Manager.

6. Cancelling Track Warrants-

(a) The addressee must report to Train Control when he has cleared the main line within the limits of the track warrant. Train Control will then correctly acknowledge the track warrant being cancelled with the addressee followed by the time. The addressee will confirm by the words "that is correct" .After reporting clear of the limits the addressee must not again act on the authority of that track warrant.

(b) A track warrant, once issued, is in effect until either:

(i) The addressee has reported clear of the limits of the track warrant; or

(ii) It has been cancelled by a further track warrant.

(c) The word "Cancelled" must be written across the track warrant when either:

(i) The addressee has reported clear of the limits; or

(ii) The track warrant has been cancelled by a further track warrant.

7. Transfer of Track Warrants- When a Locomotive Engineer hands over a train to another Locomotive Engineer he must hand over any track warrants which are still in effect.

Track warrants addressed to other than Locomotive Engineers must not be transferred. When it is necessary for an addressee to be relieved a new track warrant which cancels the previous one must be issued. The track warrant for the new addressee must be sent to the employee being relieved who must hand it to the relieving addressee and point out particulars of the track warrant.

WARRANT STATION

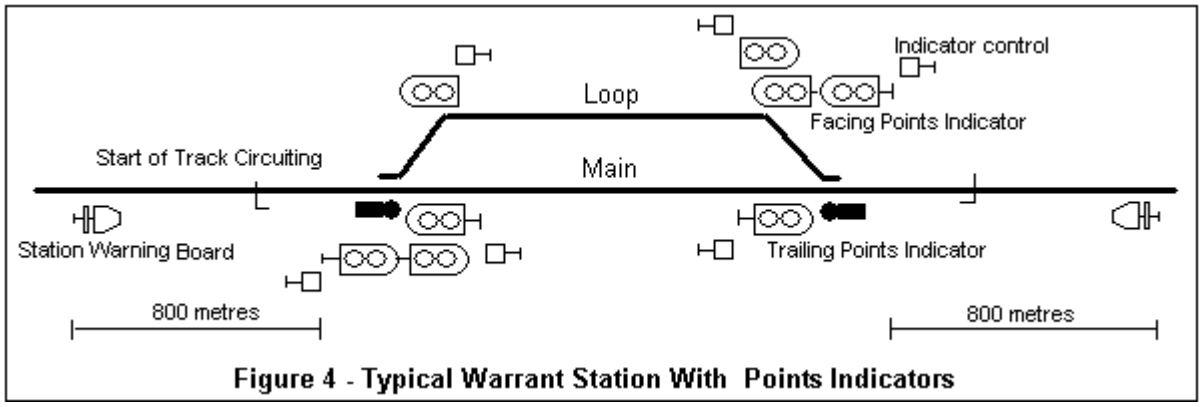


Figure 4 - Typical Warrant Station With Points Indicators

8. Description of –

(a) The main line points at Warrant stations will be equipped with either motor points or hand points. Points Indicators will be used in conjunction with all motor points. They will be controlled by track circuiting and operate automatically for most movements. They may also be controlled manually by operation of push-button controls near the Points Indicators.

Where the main line points are equipped with a hand lever they will either be protected by an Arrival signal and secured with an AS padlock or have no fixed signals and be secured with a TW lever-lock and an AS padlock unless otherwise specified in the Working Timetable. Train crews and other employees who are required to operate these points must carry the appropriate type of key.

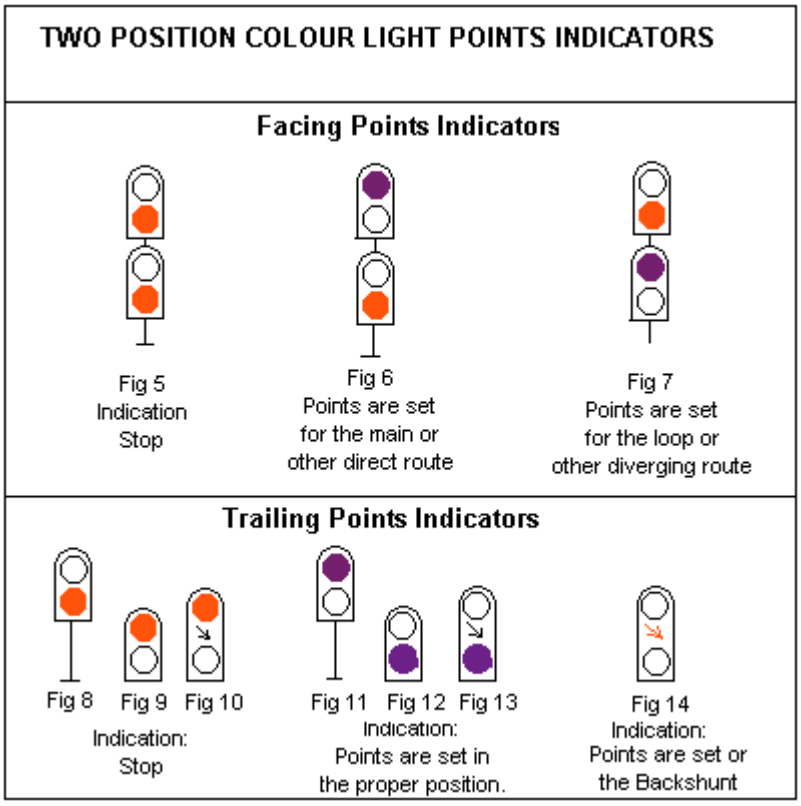
When a lever lock is provided the key will be impounded when the lever is unlocked and cannot be removed until the lever is secured in the normal position.

(b) Where an Arrival signal is not provided a Station Warning Board, will be situated approaching the station and below the board will be the name of the station.

After passing a Station Warning Board for a Warrant station equipped with Points Indicators, the Locomotive Engineer must be prepared to stop his train at the Points Indicator at the entrance to the station.

9. Colour Light Points Indicators and Arrival Signals –

Colour Light Points Indicators-



(a) Two position Colour-light points indicators see figures 5 to 14) are provided at the facing and trailing ends of main line points at some Warrant stations.

(b) Points Indicators will display a 'Purple' light when the points are correctly set, A 'Red' light will be displayed when the points are not in the proper position. If an indicator fails to illuminate it must be treated as displaying a "Stop" indication.

(c) Facing points Indicators will have two units, one above the other. A 'Purple' light displayed in the upper unit will indicate that the points are set for the main or other direct route and a 'Purple' light displayed in the lower unit will indicate that the points are set for the loop or other diverging route. When a 'Purple' light is displayed In one unit a 'Red' light will be displayed in the other.

(d) Where necessary a purple arrow (see figure 14) is provided in the Trailing Points Indicator on the loop to allow movements to the backshunt, The purple arrow will be operated by a key switch in the box for the controls for the Trailing Points Indicator, When the purple arrow is illummated the points are set for the backshunt and the movement may pass the Points Indicator on receipt of verbal permission from Train Control.

(e) Points Indicators are provided solely for the purpose of indicating which way the points are set and the addressee must ensure that the correct indication is displayed before the movement passes over the points. The Indicators are not permanently lighted.

(f) If a Points Indicator fails to indicate that the points are in the proper position the addressee must endeavour to obtain a route by operating the push-button controls at the Facing Points Indicator. If a correct indication is still not displayed the addressee must communicate with Train Contro l then isolate and hand-wind the points to the desired position before passing the Indicator at "Stop". When an indicator fails at a Track Warrant station level crossing alarms within 400 metres ahead of this indicator must be approached with caution as the alanns may not operate correctl

Arrival Signals-

(g) Stop and Proceed signals where provided at the entrance to Warrant stations are called Arrival signals. Each

Arrival signal is fitted with a short range light which shows a white letter "L" when the points are set for the loop and all points off the loop are in the normal position

When the points are set for the loop the Anival signal controlling the entrance of a train into the station will be at "Stop", The "L" light indicates that the road is correctly set but not that it is unobstructed. Locomotive Englneers on trains instructed to enter the loop must, when the "L" light is illuminated, satisfy themselves that the road is clear.

When both sets of points are set correctly for the main line the Anival signal will normally display a "Caution" indication for an approaching train

(h)(i) *Arrival signal at Stop when train not required to cross another train at the station.* The train must be stopped and the main line points restored for the main line if necessary. If after the expiration of 10 seconds the signal is still at "stop" the train may proceed cautiously past the signal, examining all the main ilne points prior to passing over them to ensure they are correctly set for the main line so that the train may proceed safely over them.

(ii) *Arrival signal at Stop when train required to cross another train at the station* If the "L" light does not illuminate when the points are set for the loop all the points on the loop must fust be examined and if they are correctly set the train may then enter the loop. Once a train has berthed on the loop and the opposing train is to berth on the main line but the Arrival Signal is at "S-top" then it may be passed at "Stop" in accordance with clause (i) above.

(i) The Intermediate Stop and Proceed signal in rear of the Arrival signal at a Warrant station will be at "Caution" when the Arrival signal is at "Caution" or "Stop". As a train occupies the clearing track circuit (from 400 metres to 1,200 metres from the loop facing points) it will cause the opposing Arrival signal (which is normally at "Caution") to change to "Stop".

10. Working of a Warrant Station-

(a) At Stations provided with Arrival Signals-

(i) The main line points at each end of a Warrant station are operated by a hand lever fixed near the points, the lever being secured by an AS padlock. The points are electrically connected with the signals so that when the points at either end of the station are reversed both Arrival signals will go to "Stop" and the "L " light is illuminated at the end at which the points are reversed.

(ii) If a train which is to cross another train at a Warrant station arrives before the train from the opposite direction, it may be found that the Arrival signal is at "Proceed". When this occurs the Locomotive Engineer, must be careful to observe the instruuctions given in the crack warrant and when given, those of Train Control.

(iii) If the first train to arrive at a Warrant station is instructed to enter the station on the main line and the Arrival signal is at "Proceed", the train may enter the station stopping short of the fouling-point board. When the train has come to a stand on the main line a member of the train crew must at once go forward and set the points for the opposing train to enter the loop.

When the opposing train approaches, a member of the crew of the train berthed on the main line, after seeing that the points are correctly set and secure and that the line is clear into the loop, must verbally authorise or hand signal the train to enter the loop. The Locomotive Engineer of the train authorised to enter the loop, after satisfying himself that the "L" light is illuminated, must take the train into the loop. After it is in clear of the fouling point the points must be set in the normal position for the main line and the points lever padlocked.

(iv) If, upon arrival the Locomotive Engineer of the train which is instructed to enter the loop observes the opposing train stopped at the Arrival signal at the other end of the station, or if the train instructed to enter the loop arrives first, the train must not pass the Arrival signal, unless the "L " light is illuminated. If the "L " light is not illuminated then a member of the train crew must go forward and set the points for the train to enter the loop. After ascertaining that the points are secure, that the line is clear into the loop, and that a train is not entering or leaving the opposite end of the station, the Locomotive Engineer, on ensuring that the "L" light is illuminated must take the train into the loop.

If Train Control so instructs, the points are to be set for the main line and the points lever padlocked, once the train has passed into the loop and is clear of the fouling point. The Arrival signal for the train approaching from the opposite direction will then go to "Proceed" and this train may, if instructed to do so in the track

warrant, then enter the station on the main line.

(v) Sidings ronnected to the loop at crossing stations are provided with trap points. Points off the loop and associated trap points are locked and operated by a ground lever secured by an A.S. padlock.

When it is necessary to use the sidings the lever must be unlocked and the points operated as required. After shunting is completed the employee in charge of the shunting operations must place the lever in its normal position and padlock it.

(vi) The duties of the train crew as specified in the foregoing provisions may be varied by Train Control.

(**b) At Stations not provided with Arrival Signals-**

(i) If a crossing is to take place and the first train to arrive berths on the main line, a crew member of that train must set the route for the opposing train to enter the loop and, except at stations equipped with Points Indicators, handsignal the train into the loop.

(ii) When trains are required to cross, the Locomotive Engineer of the train which is required to berth on the loop must, before entering the loop, establish the whereabouts of the opposing train. If the opposing train is closely approaching the station he must communicate with the Locomotive Engineer of that train and come to a clear understanding as to the berthing arrangements which will prevent both trains entering the station at the same time. Should it not be possible to establish the whereabouts of the opposing train or to make contact with the Locomotive Engineer of that train then the train taking the loop may berth after establishing that the other train is not entering the main line.

(iii) The employee who uses any hand points on the main line or loop must ensure they are restored to normal after use. Where the lever has locking facilities it must also be locked.

(iv) At Warrant stations equipped with motor points and Points Indicators the push-button controls must be operated in the following circumstances.

Situation	**Action Required**
The first train to arrive for a crossing has berthed on the main line.	The "Stop" button at the main line Trailing Points Indicator must be operated and the door of the control box closed
A train is to berth on the loop but the Facing Points Indicator shows that the points are set for the main line.	The "Stop" button at the Facing Points Indicator must be operated and when the time delay light has extinguished the "Loop" button must be operated and the door of the control box closed.
A train is to depart (or shunt) from the loop when no crossing has taken place.	The "Loop" button at the Trailing Points Indicator must be operated and the door of the control box closed.
The points are required to be operated for shunting purposes.	The points and indicators may be controlled from the control box at the Facing Points Indicator.
It is necessary to hold an Indicator at "Stop".	The stop button must be operated and the door of the control box left open.
It is necessary to obtain a purple indication after the "Stop" button has been operated.	The relevant "Main" or "Loop" push-button must be operated and the door of the control box closed.
A vehicle or vehicles which cannot be relied upon to operate track circuits requires to berth on or depart from the loop.	The "Loop" push-button at the Facing Points Indicator for that end of the station must be operated, and, the door of the control box must be left open *until the movement has passed completely over the points*.
A vehicle or vehicles which cannot be relied upon to operate track circuits requires to berth on or depart from the main line.	The Gangers Control switch at that end of the station must be operated and left in the “ON” position *until the movement has passed completely over the points.*
A movement is to enter or leave the backshunt at the end of the loop.	The key switch alongside the control buttons for the Trailing Points Indicator must be operated and left in the "GO" position until the movement is clear of the points.

When a train has been delayed at a warrant station equipped with Points Indicators and there is a level crossing situated within 600 metres of the indicator at which the train is stopped the Locomotive Engineer must ensure the alarms do not operate continuously and delay road traffic unnecessarily.	The Points indicator control stop button should be operated to revert the indicator to red and stop the alarms after a predetermined time delay. Once the train is ready to proceed then the Main or Loop /Branch button, as the case may be, can be operated and await the Indicator to display a purple aspect.

(v) The duties of the Train Crew as specified in the foregoing provisions may be varied by Train Control.

(vi) At junction stations equipped with motor points and Points Indicators the operation of the push button controls will be as outlined in S&I Diagrams and local working timetable instructions.

11. Fouling Loop at Warrant Stations - The loop at a Warrant station must not be fouled or obstructed without the verbal permission of Train Control.

12. Sidetracked Trains to be Drawn in Clear - Sidetracked trains must be drawn in clear of signals, Points Indicators or the fouling point before advising Train Control that the train has arrived.

13. Working of Sidings off the Main Line –

(a) Siding points on the main line in TWC areas are operated by a hand lever secured by a TW lever-lock and an AS padlock unless otherwise specified in the Working Timetable. These points must not be unlocked until the appropriate track warrant has been obtained.

(b) After the main line points at any siding have been operated the addressee must ensure they are left locked in the normal position and all is safe for the passage of trains through on the main line.

(c) When it is necessary for a train to completely enter a siding and allow other trains to run through on the main line, the following procedure must be carried out before any movement is authorised on the main line.
(i) The track warrant held by the train berthed in the siding must be cancelled.

(ii) The Locomotive Engineer of the train berthed in the siding must certify to Train Control that the main line points are secured in the normal position and he will not again foul the main line, or operate the main line points, until authorised to do so by subsequent track warrant.

(d) Track warrants issued to trains running through on the main line while the train is locked in a siding must contain advice of the train in the siding.

14. Clearing Signals for Trains- A signal must not be set at "Proceed" for any movement which requires the authority of a track warrant until the track warrant has been issued. This does not apply to signals at stations which are switched Out.

15 Clearing Two Position Home or Outer Home Signals For Trains Not timed to Stop-

(a) When the train is not required to stop at the station - the Home signal and, where provided, the Outer Home signal must not be placed at "Proceed" unless the line ahead is dear for the train to proceed and, where provided, the Starting signal is also at "Proceed" .Where Starting signals are not provided, a clear hand signal must be given from the platform in addition to placing the Home Signal at "Proceed" unless the station is switched Out.

(b) When for any reason it is necessary to stop the train at the Station - the Home signal and, where provided the Outer Home signal must be kept at "Stop" until the train has been brought to a stand or almost so. The Signalman may then place these signals at "Proceed' for the train to move ahead, provided that-

(i) Where a Starting signal is provided - it is at "Stop" and the line is clear to the next fixed signal in advance applicable to the train

(ii) Where a Starting signal is not provided - The line is dear within station limits. After the signal has been placed at "Proceed", the train must move cautiously into the station.

16. Train Detained at a Fixed Signal - The Locomotive Engineer must advise Train Control that the train is standing at the signal.

17. Passing of Signals at "Stop"-

(**a) Signals Controlled by a Signalman** - Any signal may be passed at "Stop" on receipt of verbal or written instructions from, or the exhibition of proper hand signals by the Signalman who controls that signal. The Signalman must not give such verbal or written instructions or hand signal when a fixed signal can properly be used for the movement

.(**b) Signals at a Station Which is Switched Out** - Train Control may verbally authorise the passing of any signal at "Stop" after ensuring that the station is switched Out. Before the movement passes over any points at the station, the addressee must ensure that the points are so secured that the movement may pass safely over thenn.

(c) The permission to pass a signal at "Stop" must be given only when the train or other movement is stopped at the signal concerned.

(**d) Train Stopped at Intermediate Stop and Proceed Signal-**

(i) When a Locomotive Engineer observes a Stop and Proceed signal at "Stop" he must stop the train, if, at the expiration of 10 seconds, the signal is still at "Stop" the train may proceed cautiously in accordance with the conditions of the Track Warrant, the Locomotive Engineer being prepared to find the line ahead to the next fixed signal occupied or obstructed, displaced rail, or points wrongly set.

Where there are main-line points on the line ahead of a Stop and Proceed Signal which has been passed at "Stop" the Locomotive Engineer must examine the points to see they are correctly set and secured so that the train may pass over them.

(ii) After passing a Stop and Proceed signal at "Stop" the Locomotive Engineer must regulate the speed of the train so that it can be stopped within the distance he can see ahead and clear of any obstruction.

Level crossings on the line ahead equipped with automatic warning devices must also be approached with caution as they may not operate correctly.

18. Switch out Interlocked Stations-

(a) When the station is switched Out, the main line signals will either clear automatically for the passage of each train or be locked at "Proceed".

(b) Permission must be obtained from Train Control before a station is switched In or switched Out. Train Control must be advised when this has been accomplished.

19. Suspension of Signalling at Certain Stations-

(a) Where provided in the Working Timetable or Train Advice the use of fixed signals for specified trains at certain stations may be suspended in accordance with this Regulation.

(b) Officer in charge to Certify Line Secure- The Officer in Charge, at each station at which signalling is suspended for any train must certify by T.R. telegram to Train Control after departure of the last Signalled train that-

(i) The train line points have been examined personally and are locked in the normal position;

(ii) The keys (where provided) are secured in their appointed place;

(iii) Everything is safe for the passage of trains through the station.

A certificate to this effect must be given by the code word "Security" followed by the times during which signalling will be suspended (e.g. 'Security 1500 hrs Tues to 0600 his Wed'). After having dispatched a security telegram the Officer in Charge must not again operate the main line points without the verbal permission of Train Control.

(c) The lights of fixed signals at stations where signalling is suspended must, unless otherwise authorised in the Working Timetable, be extinguished for the passage of the train. The Locomotive Engineer may pass these fixed signals unless there is a fixed signal light or a danger hand signal against him.

(d) If the Train Control Officer does not receive the required "Security" telegram, he may issue the track warrant

which must include instructions for the Locomotive Engineer to examine the points before passing over them at the station in respect of which the "Security" telegram was not received, and to take such other measures as may be necessary in the circumstances

(e) Speed over Facing Points - Locomotive Engineer of trains authorised to run without being signalled, must reduce the speed of their trains to 15 kilometres per hour while passing over facing points at stations through which the trains are authorised to pass without being signalled, and must be alert for signals when approaching stations.

(f) Stopping a Non-signalled Train - If it should become necessary to stop a train authorised to run without being signalled, and the Locomotive Engineer cannot be previously advised, hand signals must be exhibited in addition to the fixed signals, where provided in addition, two detonators, 10 metres apart, must be placed on each rail at sufficient distance from the signal to warn the Locomotive Engineer to be on the alert for a signal indication. At night, fixed signal lamps must be lighted.

(g) Shunting When Staff Off Duty - Where shunting is necessary when staff are not on duty, and speecial locked boxes are provided, the Office in Charge, before going off duty, must place the necessary points key or keys in the special locked box provided. The Locomotive Engineer or other member must obtain the key from the box and replace it after the shunting movement has been completed.

(h) Trains Shunting at Stations at Which Signalling is Suspended- Where a train, which is authorised to run without being signalled at certain stations, carries out movements which involve the operation of the main line points at any of the stations concerned, the Locomotive Engineer of the train must, after such movements are completed and the main line points have been restored to the normal position and locked, the keys have been replaced in the appointed place, and everything is again safe for the passage of trains through the station, certify accordingly to Train Control. The certificate must be given from the station concerned (or from such other place as may be arranged by Train Control) using the code word "Security" followed by the name of the station, the Locomotive Engineer's signature and the train number (e.g. "Security Inglewood ...Locomotive Engineer No.572").

20. Reserved for future use.

21. Train Divided –

(a) Accidental –

When a train has been accidentally divided and both portions have come to a stop within sight of each other, and a signal box does not intervene, the front portion may be signalled back to the rear portion, provided the two portions can be effectively coupled. If there is a locomotive assisting in the rear of the train the permission of the Locomotive Enmgineer of that locomotive must be obtained.

Should the rear, portion not be in sight, a member of the train crew must proceed back and, once the wherabouts of the rear portion has been established the front of the train can then be moved back provided the two portions can be effectively coupled.

(b) Planned –

When a train is carrying out maintenance work and it is necessary, because of the nature of the work to divide the train then, after the rear portion has been adequately secured, the front portion of the train mn be moved forward to carry out the required work. Once this has been completed the front portion must return to the remainder of the train and be recoupled.

(c) Brake Test-

Each time the train is recoupled an intermediate brake test must be carried out before proceeding.

22. Train Stopped by Accident, Failure, or Obstruction on Line-

(a) When an accident, failure, or obstruction of any kind occurs on any part of the line-

(i) Measures must be taken to ensure immediate safety

(ii) *Train Staff to Confer*- A Locomotive Engineer, after taking such steps as may be necessary for the safety of the train, must immediately communicate with Train Control and come to an understanding as to the direction from which assistance is to be obtained and the measures to be adopted to meet the situation.

(iii) *Prompt Advice to be Given* -Particulars must be promptly reported to Train Control by the most expeditious means available. Train Control must advise the Officer Controlling Train-running who will in turn advise the

appropriate officers concerned, and those stations where the starting or crossing of other trains is liable to be affected by the delay

(iv) *Responsibility for Clearing Line* -The Ganger, or senior Track and Structures staff member will take charge of the operations for clearing the line. The lifting and placing of rolling stock on the line must be done to the satisfaction of the senior member of the Mechanical staff or Locomotive Engineer if no such member is present at the obstruction.

(v) *Ascertaining Cause of Accident*-Particular care must be taken by all employees to note any facts which appear to explain the cause of the accident, such as the state of the track, condition and position of the rolling stock, time of accident, speed of train, distribution of load, etc., and the attention of the responsible member at the obstruction must be called to any facts which may be observed.

(vi) *Warning Staff Affected of Unusual Movements* -When it is intended for any unusual movement to take place all employees working in the vicinity and likely to be affected must be informed

(b) Train Disabled-

When a train becomes disabled the Locomotive Engineer must immediately advise particulars to Train Control who in turn will arrange for a relief locomotive to assist the disabled train from the section. A new track warrant must be issued instructing the disabled train to remain where it is disabled until arrival of the relief locomotive. A member of the crew of the disabled train must then proceed in the direction from which the relief locomotive is to approach and at 200 metres from the disabled train place two detonators on each rail 10 metres apart; should a fixed signal intervene then the detonators may be placed on the line at the signal. From this point the crew member of the disabled train can pilot the relief locomotive to the disabled train.

The track warrnt which authorises the relief locomotive to enter the part of the line where the train is disabled will advise the Locomotive Engineer of the relief locomotive the location of the disabled train and the method to be adopted for its removal.

(c) Train Divided or Stalled: Protection of Rear Portion - When a train is divided or stalled owing to an accident or the inability of the locomotive to take the whole of the train forward, and the locomotive has to take forward a portion of the train and return for the remainder, the following procedure must be adopted:

(i) The Locomotive Engineer must arrange for the rear portion of the train to be secured.

(ii) A member of the train crew must uncouple the portion that is to be taken forward and hand signal the Locomotive Engineer to move this portion forward approximately 200 metres. Two detonators must be placed 10 metres apart, on each rail at a distance of about 200 metres from the front vehicle of the rear portion to warn the Locomotive Engineer, when returning, of the position of the remainder of the train.

The Locomotive Engineer must be advised the class and number of the rear vehicle on the front portion. Upon arrival at the first station the Locomotive Engineer must satisfy himself that the front portion is complete before returning for the rear portion of the train.

(iii) *Display of Tail Lamp* -A tail lamp must not be carried on the locomotive or last vehicle of the front portion of the train while in a Track Warrant Control area. If the locomotive or front portion of the train has to pass out of a Track Warrant Control area a tail lamp must then be placed on the rear.