

Using train lights

Purpose

To prescribe the rules for using train lights for identification and warning in the Country Regional Network (CRN).

Principle

Train direction-of-travel and completeness must be shown by:

- at least one white marker light at the front of the leading motive power unit, and
- at least one approved red tail light, or an approved end-of-train marker, at the rear of the last vehicle.

Marker lights and tail lights must be:

- lit during travel, and
- if defective, repaired or replaced as soon as possible.

End-of-train markers and tail lights

End-of-train markers must be lit in conditions of low visibility.

Defective end-of-train markers or unlit tail lights

If an end-of-train marker is unlit at night or in conditions of low visibility, the Network Control Officer must direct the Rail Traffic Crew to have the end-of-train marker repaired or replaced as soon as possible.

If a train is not fitted with an end-of-train marker, and the train does not have at least one working tail light, and train completeness cannot be assured, the Network Control Officer must:

- arrange to work the train as a block train, and
- act in accordance with Rule CNGE 206 Reporting and responding to a Condition Affecting the Network (CAN).

Missing end-of-train markers

If the end-of-train marker is missing:

- the identification number of the last vehicle of a train must be checked against the train consist documents, or
- the train must be otherwise verified as complete.

If the numbers are the same, the end-of-train marker must be replaced as soon as possible.

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End-of-train markers and tail lights cont.

If the numbers are not the same, the Network Control Officer must:

- prevent following rail traffic entry into the section last exited by the divided train until the missing vehicles are located and the section is established as clear, and
- arrange for Rail Traffic Crew on adjacent lines to be given a Condition Affecting the Network (CAN) warning.

The crew of the divided train must act in accordance with Rule CNTR 416 Disabled trains.

If the train can travel, it must be worked as a block train until the end-of-train marker has been replaced.

Number lights

If fitted, number lights on the leading end of the leading locomotive only must be lit during travel.

Shunting marker lights

Locomotives shunting within yards must show two red marker lights at each end.



WARNING

The marker lights of shunting locomotives do not indicate direction-of-travel.

Headlights

Trains must have a working headlight fitted to the leading locomotive, and travel with the headlight switched on “full”, when the train is moving on the Country Regional Network unless required to be dimmed as prescribed within this rule.

Dimming Headlights

Headlights must be dimmed:

- when approaching an opposing train
- when handsignals are displayed or when approaching people or workers on or about the track
- at a location where shunting is in progress.



NOTE

The headlight must be switched to dim only until the lead locomotive of the opposing rail traffic passed by, after which it must be turned back on full.

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Headlights cont.

Headlights may be dimmed:

- when use of the headlight in the “full” position will threaten the safety of road traffic on adjacent roadways
- in weather conditions where the headlight may reflect back and affect the Rail Traffic Crew’s vision.

Switching Headlights Off

Headlights must be switched off when stopped:

- clear of the Main line, or
- on the Main line waiting for opposing rail traffic, and the Rail Traffic Crew of the opposing movement has requested that the headlight be turned off.

Once the lead locomotive of the opposing rail traffic has passed , the headlight must be turned back on full.



NOTE

Unless headlights are needed for safety, trains may have their headlights turned off when operating within Terminals.

Displaying Ditch or Fog Lights

If provided, locomotive ditch lights or fog lights must be switched on when the locomotive is moving on the Main Line.

Ditch or fog lights may be switched off for reasons of safety, when the headlight is dimmed.

Using Lights for Warning

If necessary, Rail Traffic Crew may flash a locomotive’s headlight to give warning.

Rail Traffic Crew may also change the colour of marker lights from white to red to give warning.

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Headlights cont.

Defective Headlights

A train with defective headlights that cannot be remedied may continue to travel only to the first suitable location for repair or replacement of the headlights.

An affected train may continue to travel at up to normal speed if there is:

- good visibility, and
- the Rail Traffic Crew can see clearly that there are no people, animals or obstructions on or near the track.

If visibility is low, a train without a working headlight must:

- travel at restricted speed, and
- not exceed 25km/h over level crossings, past platforms, or through tunnels and cuttings.

JHR Network Procedures

Nil

Effective date

October 2019