

## Disabled rail traffic

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### Purpose

To prescribe the rules for dealing with disabled rail traffic in the Country Regional Network (CRN).

### General

The Rail Traffic Crew of disabled rail traffic must:

- tell the Network Control Officer about the failure, and
- follow the requirements of Rule CNTR 400 Protecting rail traffic, and
- determine the nature of the failure.

### Removing disabled rail traffic

The Network Control Officer must get details of the disablement from the Rail Traffic Crew.

If it is necessary to assist disabled rail traffic with other rail traffic, or motive power unit, the Network Control Officer must tell the Rail Traffic Crew:

- of the assisting rail traffic or motive power unit, about the Condition Affecting the Network (CAN), and
- of the assisted rail traffic, about the details of assistance to be provided.

The Network Control Officer must determine the method of removing disabled rail traffic.

If the normal Proceed Authority permitted by the existing system of Safeworking is not available, and the working cannot be covered by CNSG 608 Passing signals at STOP, rail traffic movement must be authorised under a method of special working.



### NOTE

To assist disabled rail traffic only, a Network Control Officer may authorise rail traffic to enter a block occupied by other rail traffic.

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### Arranging removal

The Network Control Officer must be assured by the Rail Traffic Crew that the disabled rail traffic:

- has been protected, and
- will not be moved.

### Assisting rail traffic

Disabled rail traffic must be assisted in accordance with the requirements:

- of Rule CNTR 404 Using brakes, and
- specified in the JHR Train Operating Conditions (TOC) manual.

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### Removing disabled rail traffic cont.

#### Emergency couplers

Emergency couplers must be used only in accordance with the requirements specified in the TOC manual.

#### Propelling rail traffic

Rail traffic must be propelled in the CRN only in accordance with the requirements:

- of Rule CNTR 424 Propelling rail traffic, and
- specified in the TOC manual.

### Dividing and removing rail traffic

If it is necessary to divide rail traffic into portions for removal, the Network Control Officer must:

- decide what kind and direction of assistance is needed to clear the portions from the section, and
- tell affected Network Control Officers about the arrangements.

#### Removed portion

Before a portion is removed, the Rail Traffic Crew must complete airbrake holding and continuity tests on the portion to be removed, in accordance with the requirements specified in the TOC manual.

If the removed portion of rail traffic will travel into the next section, the Rail Traffic Crew must make sure that:

- there are working tail lights or an end-of-train marker on the rearmost vehicle before the removed portion enters the next section, or
- the rail traffic will be block worked into the next section.

#### Remaining portion

The portion of the rail traffic to remain must be:

- secured and protected, and
- during darkness or in conditions of low visibility, fitted with a white light on the leading vehicle.

### Accidental division

A Rail Traffic Crew who is told or becomes aware that rail traffic has accidentally divided must:

- stop the rail traffic, and
- tell the Network Control Officer about the division and, if possible, the location of the detached vehicles.

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### WARNING

Before stopping the forward portion of the divided rail traffic, Rail Traffic Crews must consider the risk of being struck by the detached vehicle.

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### Accidental division cont.

The Network Control Officer must:

- arrange to locate the detached vehicles, and
- act in accordance with Rule CNGE 206 Reporting and responding to a Condition Affecting the Network (CAN), and
- arrange for a Maintenance Representative to certify the track as fit for purpose.

If possible, Competent Workers who find detached vehicles must:

- secure them, and arrange for their protection, and
- tell the Network Control Officer.

The Network Control Officer must determine whether the Proceed Authority for the movement back to the detached vehicles:

- is available under the existing system of Safeworking, or
- must be authorised under a method of special working.

The Rail Traffic Crew must not propel the forward portion of rail traffic back to the location of the detached vehicles unless:

- it is confirmed that they are secured, and
- the propelling movement is made in accordance with Rule CNTR 424 Propelling rail traffic.

### JHR Network Procedures

CNPR 703 Using Route Control Blocking

CNPR 711 Using Lookouts

CNPR 712 Protecting work from rail traffic on adjacent tracks

CNPR 720 Protecting rail traffic

### Effective date

October 2019