



OTGE 206

Reporting and Responding to a Condition Affecting the Network (CAN)

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status

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1.0	1 January 2019



Purpose

To prescribe the rules for reporting and responding to unsafe conditions affecting or potentially affecting the *Oberon Tarana Heritage Railway (OTHR)* Network.

Reporting

Conditions that can or do affect the safety of operations in the OTHR Network *must* be reported promptly to the Train Controller responsible for the affected portions of line.

The Train Controller must record the report on a Condition Affecting the Network (CAN) form (OTRF 004).

Responding

If necessary, the Qualified Worker reporting the Condition Affecting the Network (CAN) must:

- prevent *rail traffic* from approaching the affected portions of line, and
- apply protection in accordance with Rule OTTR 400 Protecting trains.

The Train Controller must:

- promptly tell Operations Manager about the CAN

As necessary the Train Controller must:

- arrange to warn *Drivers* and *track vehicle operators* of rail traffic approaching the affected portions of line
- arrange to prevent rail traffic from approaching the affected portions of line, and apply *blocking facilities* as necessary
- ask *Maintenance Representatives* to investigate.

The *Train Controller* may declare the CAN to be a major incident.

The *Train Controller* must respond to a declared major incident in accordance with Rule *OTGE 208 Responding to a major incident*.

Infrastructure restoration work arising from a CAN must be undertaken only after the *Protection Officer* has obtained the appropriate *work on track authority*.



Warning Rail Traffic

The Network Control Officer must give written warning using a CAN form to Drivers and track vehicle operators if:

- *CAN block working* is introduced
- faulty or potentially faulty *level crossings* have been reported
- level crossing warning equipment has been deactivated
- rail traffic must be *restrained*.

If possible, the Train Controller must arrange for a Qualified Worker to give the CAN form to Drivers and track vehicle operators before rail traffic enters the affected portion of line.

If it is not possible for a Qualified Worker to give the CAN form to Drivers or track vehicle operators, the Network Control Officer must dictate the CAN warning details to the Driver or track vehicle operator.

The Train Controller may give spoken warnings to Drivers and track vehicle operators about other CANs.

Drivers and track vehicle operators must acknowledge and comply with warnings.

The Train Controller must continue to warn Drivers and track vehicle operators until:

- the CAN no longer exists, or
- Drivers and track vehicle operators are warned by other means.

Recording

Drivers and track vehicle operators must use either a CAN form or other method to record in *permanent form*:

- details of CAN warnings, and
- CAN reference numbers.

Train Controllers must keep CAN forms for 90 days.

Returning to normal working

If Maintenance Representatives have been asked to investigate a CAN, they must *certify* the line as safe for rail traffic before the Operations Manager may *authorise* return to normal working.



Related OTHR Network Procedures

OTPR 707	Clipping points
OTPR 709	Using detonators
OTPR 715	Protecting type F level crossings
OTPR 720	Protecting trains
OTPR 721	Spoken and written communication
OTPR 722	Manual block working

Effective Date

1 January 2019