



OTTR 424

Propelling Trains

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status

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1.0	1 January 2019



Purpose

To prescribe the rules for making safe *propelling* movements in the *Oberon Tarana Heritage Railway (OTHR) Network*.

Principle

In the OTHR Network, propelling is control of movement from other than the leading end in the direction of *travel*.

Propelling movements *must*:

- be directed from the leading end by a *Qualified Worker*, and
- be controlled by a *Driver* or *track vehicle operator*, and
- comply with the vehicle structure, weight and drawgear conditions specified in the *OTHR Train Operating Conditions (TOC)* manual.

The Qualified Worker directing propelling must safely:

- walk beside the leading vehicle, or
- ride in or on the leading vehicle in a position designated as safe by OTHR.

Rail traffic must be propelled only:

- if it is not practicable to *haul* it, and
- as far as the authority to propel allows.

Throughout propelling movements:

- the *route* between the *limits of authority* to propel must be set safely, correctly and completely, and
- signals, if available, must be used to give *Proceed Authorities*.

Communication

Drivers and track vehicle operators, and Qualified Workers directing propelling, must maintain *effective communication* at agreed intervals.

If communication between a Driver or track vehicle operator and the Qualified Worker directing propelling is interrupted, the Driver or track vehicle operator must stop the train or *track vehicle* immediately.



Propelling over level crossings

A propelling movement must stop before and clear of a *level crossing* unless:

- the crossing is protected
- there is no road or pedestrian traffic on or near the crossing.

A movement over the crossing must:

- be directed by a Qualified Worker, and
- not proceed before it is safe to do so, and
- not exceed 10km/h before the leading vehicle has cleared the crossing.

Right running-direction movements

In a section

If the movement is *authorised* by the *Network Operations Manager*, a train *may* be propelled in a *section*.

Within yard limits

Within *yard limits*, a train must be propelled only if the Driver has:

- spoken authority from the *Train Controller*, and
- the correct authority to start the movement.

In shunting yards

In a *shunting yard*, authority to propel is contained in the authority to *shunt*.

Setting back at passenger platforms

Complete overrun of passenger platform

A train that has completely overrun a passenger platform within yard limits must not set back without the Train Controllers authority.

Partial overrun of passenger platform

A train that has partially overrun a passenger platform may be set back:

- if within yard limits, only with the Train Controllers authority

The rearmost vehicle of a train must not be set back beyond the arrival end of the platform.



Related OTHR Network Procedures

OTPR 719	Operating groundframes
OTPR 721	Spoken and written communication

Effective Date

1 January 2019