

Purpose

To prescribe the rules for operating work trains in the MTS Network.

General

Work trains must work at worksites under the following work on track authorities:

- a Local Possession Authority (LPA), or
- a Track Occupancy Authority (TOA).

Possession Protection Officers, Protection Officers, Pilots and Train Operators must maintain effective communication.

Movements associated with an LPA or TOA

The Possession Protection Officer or Protection Officer, or a delegate, must act as the Pilot.

Entering LPA or TOA limits

Work trains must be piloted into the Authority limits from:

- the Point Position Indicators protecting the limits, or
- if there are no Point Position Indicators, from the entry to the block.

Travelling within LPA or TOA limits

Work trains must be piloted within the Authority limits.

Point Position Indicators (PPIs)

Train Operators must get the Traffic Controller's authority to pass Point Position Indicators at **STOP** that cannot be cleared which:

- protect the limits of an LPA or TOA, or
- are within the limits of an LPA or TOA.

NOTE:

Within the limits of an LPA or TOA, the Traffic Controller may authorise Train Operators to pass Point Position Indicators at **STOP**.

Train Operators must get the Traffic Controllers authority for unsignalled movements.

Departing

Work trains may depart the limits of an LPA or TOA only on the Traffic Controllers authority.

Procedures

MPR 700 Using a Local Possession Authority

MPR 701 Using a Track Occupancy Authority

MPR 710 Piloting rail traffic

Effective date

28 April 2025

work on track

Work trains