

Purpose

To prescribe the rules for operating track vehicles in the MTS Network.

Track vehicle approval

Approved track vehicle types are published in MTS minimum rolling stock requirements and registration conditions.

If compatible track vehicles are fitted with approved coupling devices, they must be coupled together during travel.

Fitness for travel

Before travelling on the Network, track vehicles must be inspected and certified as fit for travel in accordance with MTS minimum rolling stock requirements and registration conditions.

Occupying a portion of track

Track vehicles may occupy a portion of track only with the authority of the Traffic Controller responsible for the location.

Track vehicles must enter or be placed on a portion of track only:

- within the limits of a work on track authority, or
- where the approach of rail traffic can be managed by removing set routes.

The Qualified Worker in charge of a movement must tell the Traffic Controller when the rearmost vehicle has:

- cleared the running line, or
- cleared a location nominated by the Traffic Controller.



WARNING

If a track vehicle that does not reliably operate the Secondary Detection Devices is to travel on the Network, the track vehicle must be manually block worked, ensuring all points are secured in the correct position prior to the movement commencing.

Authority to travel

Coupled ATP equipped track vehicles must travel as a train under the control of the CBTC signalling system.

Non-ATP equipped track vehicles singly, coupled or in convoy, or single ATP equipped Track Vehicles, must travel only:

- as a train under manual block working, or
- under a Track Occupancy Authority (TOA).

Traffic Controllers must be told about:

- the number and types of track vehicles in a movement, and
- the identification number of the last vehicle, or
- the identification numbers of all vehicles in the convoy.

Entering and clearing routes

Travelling track vehicles must have:

- a Qualified Worker in charge of the movement
- in the leading vehicle, a Qualified Worker who is certified as competent in signal recognition.

Track vehicles travelling as a train must have in the rearmost vehicle a Qualified Worker who is certified as competent in Communications Based Train Control (CBTC) safe working.

As necessary during travel, the Qualified Worker in charge of the movement must:

- report to, and obey instructions from, the Traffic Controller, and
- tell other Track Vehicle Operators in the convoy about the conditions relating to the movement, and
- tell the Traffic Controller when the limits of authority have been cleared, and
- make sure that points are set correctly and secured for the movements.

Travelling as a train

Where practicable, the movement of track vehicles travelling as a train must be advertised.

If the movement of track vehicles travelling as a train has not been advertised, the Traffic Controller must tell all affected Traffic Controllers about the movement.

Non-ATP equipped track vehicles operating as a train must be manually block worked and must only travel in the direction agreed upon by the Traffic Controller.

Track vehicles travelling as a train must not set back without the Traffic Controllers authority.

Travelling in convoy

Track vehicles travelling in convoy must travel as closely as is safely practicable, taking into account current track and environmental conditions.

Operators of track vehicles in convoy must maintain effective communication.

If communication is lost, following track Vehicle Operators must travel:

- at restricted speed until communication is re-established, and
- within sighting distance of the vehicles ahead and behind.

The convoy must close up:

- if the leading vehicle stops, or
- before entering the next controlled area.

Point Position Indicator aspects displayed to the leading vehicle apply to all track vehicles in the convoy.

Overdue track vehicle

If a track vehicle movement is overdue, the Traffic Controller must establish its location.

If unable to communicate with the Qualified Worker in charge of the movement, the Traffic Controller must:

- act in accordance with the requirements of *MGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*, and
- treat the line as obstructed, and
- immediately tell the Track Vehicle Operator's representative.

Movements associated with an LPA or TOA

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

Entering LPA or TOA Limits

Track vehicles must be piloted into the Authority limits from:

- the Point Position Indicator protecting the limits, or
- if there is no Point Position Indicator, from the Worksite Marker Board at the entry to the Authority.

Travelling within LPA or TOA Limits

Track vehicles must be piloted within Authority limits.

Point Position Indicators

Track Vehicle Operators must get the Traffic Controllers 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 Track Vehicle Operators to pass Point Position Indicators at **STOP**

Within the SMTFs, Track Vehicle Operators must get the Traffic Controller's authority for unsignalled movements.

work on track

Track vehicles

Departing

Track vehicles may depart the limits of an LPA or TOA only on the Traffic Controllers authority.

Prior to departing a worksite, Track Vehicle Operators must contact the Traffic Controller, who must ensure that no Non-Identified Automatic Protections (NIAPs) have been created by an incomplete movement.

Track vehicle speed limits

A track vehicle's speed must not exceed the lower of:

- the speed specified in MTS minimum rolling stock requirements and registration conditions, or
- the track speed.

If a track vehicle must travel behind a train , it must travel at restricted speed.



WARNING

Track Vehicle Operators must use speeds that are safe for prevailing conditions.

Audible warning devices

A track vehicle's audible warning device must be sounded once:

- before moving from stop, and
- to give warning.

Audible warning device codes

Track Vehicle Operators must use the following audible warning device codes as warnings:

Code	Meaning
●● ●●	If repeated, stop immediately.
●●●	Track vehicle is about to move backwards.

Track vehicle lights

Headlights

Headlights must be switched on during travel.

Headlights must be dimmed or switched off during approach to:

- rail traffic, and
- a platform, and
- a location where shunting is in progress.

Tail lights

Track vehicles must have red tail lights lit or an approved end-of-train marker during travel.

Hazard Lights

Track vehicles on the line must have operating hazard lights, or amber or orange flashing lights.

Track vehicle hazard lights must be used in accordance with requirements specified in MTS minimum rolling stock requirements and registration conditions.

Stabling track vehicles

Track vehicles may be stabled on running lines only:

- if an authorised publication has advertised the stabling, or
- with the authority of the Traffic Controller responsible for the area.

Track vehicles stabled on running lines must be removed:

- as soon as possible, or
- as authorised by the Traffic Controller.

Track vehicles stabled on lines other than running lines must be:

- clear of the running line, and
- secured against unintended movement, and

- if stabled in a siding, be inside derail devices.

A Qualified Worker must pilot other rail traffic into the siding.

Track vehicle security

Track vehicles must be secured against unauthorised operation and unintended movement at all times.

Procedures

MPR 700 Using a Local Possession Authority

MPR 701 Using a Track Occupancy Authority

MPR 710 Piloting rail traffic

MPR 721 Spoken and written communication

MPR 748 Track vehicle travel

Effective date

28 April 2025