

Using lights

Purpose

To prescribe the rules for using lights for identification and warning in the MTS Network.

Principle

Train direction-of-travel and completeness must be shown by:

- at least one white marker light at the front of the leading vehicle, and
- at least one approved red tail light, or an approved end-of-train marker, at the rear of the last vehicle.

Marker lights and tail lights must be:

- lit during travel, and
- if defective, repaired or replaced as soon as possible.

End-of-train markers and tail lights

End-of-train markers must be lit in conditions of low visibility.

Defective end-of-train markers or unlit tail lights

If an end-of-train marker is unlit at night or in conditions of low visibility, the Traffic Controller must arrange to have the end-of-train marker repaired or replaced as soon as possible.

If a train is not fitted with an end-of-train marker, and the train does not have at least one working tail light, and train completeness cannot be assured, the Traffic Controller must:

- arrange to work the train as a block train, and
- act in accordance with *MGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*.

Missing end-of-train markers

If an end-of-train marker is missing:

- the identification number of the last vehicle of a train must be checked against the train consist documents, or
- the train must be otherwise verified as complete.

If the numbers are the same, the end-of-train marker must be replaced as soon as possible.

If the numbers are not the same, the Traffic Controller must:

- prevent rail traffic entry into the block last exited by the divided train until the missing vehicles are located and the block is established as clear, and
- arrange for manually operated rail traffic travelling on adjacent lines to be given a Condition Affecting the Network (CAN) warning.

The operator(s) of the divided train must act in accordance with *MTR 416 Disabled rail traffic*.

If the train can travel, it must be worked as a block train until the end-of-train marker has been replaced.

Shunting marker lights

Locomotives shunting within SMTFs must show two red marker lights at each end.



WARNING

The marker lights of shunting locomotives do not indicate direction-of-travel.

Visibility lights

If fitted, visibility lights must be switched on during travel on running lines.

Defective visibility lights

A train with 2 defective visibility lights on the leading end that cannot be remedied may continue to travel only to the first suitable location for repair or replacement of the visibility lights.

Headlights

Trains must have working headlight/s fitted to the leading vehicle, and travel with the headlight switched on when manually operated during times of low visibility

Switching headlights off

Headlights must be switched off during approach to rail traffic.

Headlights must be dimmed or switched off during approach to:

- a platform
- a location where shunting is in progress.

Headlights may be switched off to prevent back-reflection into a Rail Traffic Operators eyes.

Before headlights are temporarily switched off, visibility lights, if fitted, must be switched on.

Using lights for warning

If necessary, Rail Traffic Operators of manually operated rail traffic may flash the headlight to give warning.

A Rail Traffic Operator may also change the colour of the marker lights from white to red to give warning.

Defective headlights

In areas where headlights are required, manually operated rail traffic with defective headlights that cannot be remedied may continue to travel only to the first suitable location for repair or replacement of the headlights.

Affected manually operated rail traffic may continue to travel at up to normal speed if there is:

- good visibility, and
- the Rail Traffic Operator can see clearly that there are no people, animals or obstructions on or near the track.

In conditions of low visibility, a manually operated rail traffic without a working headlight must travel at restricted speed, and not exceed 25km/h:

- through tunnels and cuttings
- through platforms.

Procedures

Nil

Effective date

28 April 2025