

## Disabled rail traffic

### Purpose

To prescribe the rules for managing disabled rail traffic in the MTS Network.

### Application of this Rule in the MTS Network

The following rule does not apply to EMUs operating in UTO or PM modes.

### Disabled rail traffic

The Rail Traffic Operator of disabled rail traffic must:

- tell the Traffic Controller about the failure, and
- follow requirements of *MTR 400 Protecting rail traffic*, and
- determine the nature of the failure.

### Removing disabled rail traffic

The Traffic Controller must get details of the disablement from the Rail Traffic Operator.

If it is necessary to assist disabled rail traffic with other rail traffic, the Traffic Controller must tell the Rail Traffic Operator:

- of the assisting rail traffic or motive power unit, about the Condition Affecting the Network (CAN), and
- of the disabled rail traffic, about the details of assistance to be provided.

The Traffic Controller must determine the method of removing the disabled rail traffic.

If the normal Proceed Authority permitted by the system of Safeworking is not available, and the working cannot be covered by *MSG 608 Passing signals at STOP*, rail traffic movements must be authorised under a method of special working.

## Disabled rail traffic

### NOTE:

To assist disabled rail traffic only, a Traffic Controller may authorise rail traffic to enter a block occupied by other rail traffic.

### Arranging removal

The Traffic Controller must be assured by the Rail Traffic Operator that the disabled rail traffic will not be moved.

### Assisting rail traffic

Disabled rail traffic must be assisted in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

### Emergency couplers

Emergency couplers must be used only in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

### Propelling rail traffic

Rail traffic must be propelled in the Network only in accordance with the requirements:

- of *MTR 424 Propelling rail traffic*, and
- specified in MTS minimum rolling stock requirements and registration conditions.

## Dividing and removing rail traffic

If it is necessary to divide rail traffic into portions for removal, the Traffic Controller must:

- decide what kind and direction of assistance is needed to clear the portions from the block, and
- tell affected Traffic Controllers about the arrangements

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### Removed portion

Before a portion is removed, the Rail Traffic Operator must complete airbrake holding and continuity tests on the portion to be removed, in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

If the removed portion of rail traffic will travel into the next block, the Rail Traffic Operator must make sure that:

- there are working tail lights or an end-of-train marker on the rearmost vehicle before the removed portion enters the next block, or
- the rail traffic will be block worked into the next block.

### Remaining portion

The portion of rail traffic to remain must be:

- secured and protected, and
- during darkness or in conditions of low visibility, fitted with a white light on the leading vehicle.

## Accidental Division

A Rail Traffic Operator who is told or becomes aware that rail traffic has accidentally divided must:

- stop the rail traffic, and
- tell the Traffic Controller about the division and, if possible, the location of the detached vehicles.



### WARNING

**Before stopping the forward portion of divided rail traffic, Rail Traffic Operators must consider the risk of being struck by the detached vehicles.**

## Disabled rail traffic

The Traffic Controller must:

- arrange to locate the detached vehicles, and
- act in accordance with *MGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*.

If possible, Qualified Workers who find detached vehicles must:

- secure them, and arrange for their protection, and
- tell the Traffic Controller.

The Traffic Controller must determine whether the Proceed Authority for the movement back to the detached vehicles:

- is available under the existing system of Safeworking, or
- must be authorised under a method of special working.

Rail Traffic Operators must not propel the forward portion of divided rail traffic back to the location of the detached vehicles unless:

- it is confirmed that they are secured, and
- the propelling movement is made in accordance with *MTR 424 Propelling rail traffic*.

## Procedures

*MPR 703 Route Blocking*

*MPR 712 Protecting work from rail traffic on adjacent lines*

*MPR 720 Protecting rail traffic*

## Effective date

28 April 2025