

Shunting and marshalling

Purpose

To prescribe the rules for making safe shunting movements 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.

Principle

Marshalling

Vehicles must be marshalled in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

Shunting

Shunting is moving trains, rakes of vehicles, or vehicles to:

- arrange or rearrange vehicle order in a consist, or
- attach or detach vehicles to or from a train, or
- move trains or vehicles to, on, or from running lines for other than through-movements, or
- change running lines for other than through movements.

Qualified Workers performing shunting must safely:

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

Communication



WARNING

Qualified Workers need effective communication, agreement and understanding throughout shunting movements.

Qualified Workers directing shunting, and Rail Traffic operators, must maintain effective communication at agreed intervals.

Communication failure

If communication between a Qualified Worker directing shunting, and a Rail Traffic Operator is interrupted, the Rail Traffic Operator must stop the rail traffic immediately.

Narrow track clearances



FIGURE 1: Narrow track clearances sign

NARROW TRACK CLEARANCES signs warn that there is restricted clearance between:

- vehicles on adjacent lines
- the track and other infrastructure or buildings.

If there are **NARROW TRACK CLEARANCES** signs, Qualified Workers must not stand between a moving vehicle and a vehicle on an adjacent line.

If there are no **NARROW TRACK CLEARANCES** warning signs, Qualified Workers performing shunting must keep at least 2m away from moving vehicles.

Stationary vehicles

Unattended vehicles must:

- be secured with handbrakes
- not be left foul of running lines without the Traffic Controllers authorisation.

Red warning flags/red warning lights on vehicles

Vehicles with red warning flags/red warning lights must not be moved, be shunted against, or have other vehicles attached unless:

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- the red warning flags/red warning lights are first removed by the workers who put them there, and
- no work is being done on or near the vehicles, and
- it is safe to move the vehicles.

If the workers who attached the red warning flags/red warning lights are not available on-site, the SMTF Manager or his authorised delegate may remove the flags/ lights after making sure that:

- no work is being done on or near the vehicles, and
- it is safe to move the vehicles.

Locomotive shunting

An attached locomotive starts and controls the movement of vehicles or rakes of vehicles.

The airbrakes of locomotive-shunted vehicles must be:

- sufficient to control movement of the vehicles, and
- controlled from the locomotive.

NOTE:

An approved motive power unit must be used for shunting.

Gravitation shunting and loose shunting must not be used

Shunting movements

Workers not involved in shunting must stay clear of moving vehicles.

Qualified Workers directing shunting must:

- have adequate locality knowledge, and
- confer with other workers beforehand and agree about planned movements, and
- if necessary, arrange for clearance of fixed signals, and
- make sure that routes are correctly set, and
- make sure that is safe for shunting movements, and
- make sure that workers have been warned about the intended shunting, and

train working

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- tell the Traffic Controller when shunting movements within the Traffic Controller's area of control have been completed.

Shunting over points

If the Qualified Worker directing shunting is not assured that the points will hold their set position, the points must be secured for the intended route.

Stabling on running lines

Trains, track vehicles, or 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 location.

Failed trains, track vehicles, or vehicles stabled on running lines must be removed as soon as possible.

Procedures

MPR 721 Spoken and written communication

Effective date

28 April 2025