Propelling rail traffic

Purpose

To prescribe the rules for making safe propelling 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

Propelling is control of movement from other than the leading end in the direction of travel.

Propelling movements must:

- be directed from the leading end by a Qualified Worker, and
- be controlled by a Rail Traffic Operator, and
- comply with the vehicle structure, weight and drawgear conditions specified in MTS minimum rolling stock requirements and registration conditions.

The Qualified Worker directing propelling must safely:

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

Rail traffic must be propelled only:

- if it is not practicable to haul it, and
- as far as the authority to propel allows.

Throughout propelling movements:

- the route between the limits of the authority to propel must be set safely, correctly and completely, and
- signals, if available, must be used to give Proceed Authorities.

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Communication

WARNING

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

Rail Traffic Operators, and Qualified Workers directing propelling, must maintain effective communication at agreed intervals.

If communication between a Rail Traffic Operator and the Qualified Worker directing propelling is interrupted, the Rail Traffic Operator must stop the train or track vehicle immediately.

Right running-direction movements

In a block

If the movement is authorised by the Traffic Controller, rail traffic may be propelled in a block.

In SMTFs

In SMTFs, authority to propel is contained in the authority to shunt.

Wrong running-direction movements

In a block

Other than in response to a partial overrun of a Service Stopping Point on a platform, rail traffic may be propelled in the wrong running direction in a block, only if the movement:

- does not conflict with another movement, and
- is authorised by the Traffic Controller.

Overrun of platform Service Stopping Point (SSP)

If a manually operated passenger service over-runs a platform Service Stopping Point (SSP), and no part of the train has passed beyond the platform headwall, the Train Operator may reposition the

train to align with the Platform Screen Doors or Platform Edge Barriers.

If a manually operated passenger service over-runs a platform Service Stopping Point (SSP), and part of the train has passed beyond the platform headwall, the Train Operator must obtain the Traffic Controllers authority to reposition the train.

In all circumstances, the rearmost vehicle of a train must not set back beyond the platform tailwall of a platform without the Traffic Controllers authority.

Procedures

MPR 721 Spoken and written communication

Effective date

28 April 2025