Passing signals at STOP

Purpose

To prescribe the rules for manually operated rail traffic passing signals at **STOP** in the MTS Network.

Principle

Rail traffic must respond to signals at **STOP** in accordance with *MSG 606 Responding to signals and signs*.

This Rule for passing signals at **STOP** applies to signals that cannot be cleared for an intended movement.

If there is no signal available within the Depot, movements must be made in accordance with:

- *MTR 420 Shunting and marshalling*.

Rail Traffic must not pass a signal at **STOP** unless it is authorised to do so:

- by the Traffic Controller, or
- by a Handsignaller acting under the Traffic Controller's instruction, or
- under a method of special working.

Using Handsignallers

If a Handsignaller is used to authorise a signal to be passed at **STOP** the Handsignaller must relay the Traffic Controller's instructions to the Rail Traffic Operator.

Speaking to Traffic Controllers

Unless exempted by this Rule, Rail Traffic Operators must try to speak to the Traffic Controller if a signal at **STOP** does not clear within the expected time.

Rail Traffic Operators must give the Traffic Controller:

- the train number or the track vehicle number, and
- the signal number or the signal's location and designation.

Condition of the block ahead

Before authorising a Rail Traffic Operator to pass a signal at STOP, or providing information to a Rail Traffic Operator about the condition of the block ahead, the Traffic Controller must get available information about the condition of the block ahead from:

- the ATS workstation track diagram, and
- records of previous rail traffic movements, and
- work on track authority records, and
- reports about the location of the last rail traffic to enter the block.

Traffic Controllers must make sure that:

- points are set correctly for the route, and
- points are secured.

The Traffic Controller or Handsignaller acting under the Traffic Controller's instructions must tell the Rail Traffic Operator:

- the location of the last rail traffic to enter the block, or that it has left the block complete, and
- the location of obstructions or failed infrastructure in the block, or that the block has been reported as not obstructed, and
- whatever is known or not known about the condition of the block ahead.

If the condition of the block is not known, the Rail traffic Operator of the first rail traffic to transit the block must:

- report the condition of the block to the Traffic Controller as soon as practicable, and
- report when the train or track vehicle has exited the block.

NOTE:

Within the limits of a Local Possession Authority (LPA) or a Track Occupancy Authority (TOA), Rail Traffic Operators must pass signals at **STOP** in accordance with *MWT 314 Work trains* or *MWT 316 Track vehicles*.

Speed of travel

Based on the information provided by the Traffic Controller about the condition of the block ahead, rail traffic may travel up to normal speed for the specific mode of manual operation.

Authorising assistance

If rail traffic in the block ahead needs assistance, the Traffic Controller must act in accordance with:

- *MTR 414 Defective vehicles*
- *MTR 416 Disabled rail traffic.*

The Traffic Controller must give a Rail Traffic Operator a Condition Affecting the Network (CAN) warning about the location of the rail traffic ahead.

Procedures

MPR 746 Authorising rail traffic to pass signals at STOP

Effective date

28 April 2025