

# **31. OPERATING PROCEDURES TRAIN CONTROL SYSTEM**

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## **Procedures 1 to 2**

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**JOINT FREIGHT AUSTRALIA, CONNEX TRAINS & M>TRAIN &  
V/LINE PASSENGER CIRCULAR  
AMENDMENT**

**1994 BOOK OF RULES AND OPERATING PROCEDURES  
SECTION 31, OPERATING PROCEDURE No. 1 (d)**

The current details contained in Operating Procedure 1, clause (d) of Section 31 are to be deleted and the following inserted. Alteration is shown in *Italics*:

**(d) Accident Involving a Train or Locomotive**

The Train Controller must be promptly advised by the Stationmaster, Signaller or *Driver*, in the event of:

- (1) an accident,
- (2) locomotive failure, or
- (3) any other event affecting the regular movement of traffic.

The Train Controller must then arrange the working of traffic.

# 1. TRAIN CONTROL SYSTEM AND THE TRAIN CONTROLLER

## (a) Movement Under Direction of Train Controller

The movement of trains, light locomotives and rolling stock on running lines is under the direction of the Train Controller. The Train Controller is situated at the Control/Metrol Office.

The Train Control Office can be contacted 24 hours a day by:

- (1) SEPAC telephone, or
- (2) Public Telephone.

## (b) SEPAC Telephone

To contact the Train Controller using the SEPAC telephone at a Station or Signalbox,

- (1) lift the telephone handset,
- (2) ascertain that the line is free,
- (3) push in the SEPAC button, and
- (4) wait until the Train Controller replies.

When the communication is completed replace the handset.

## (c) Advise Train Controller of Arrivals/Departures

Stationmasters and Signallers must promptly advise the Train Controller:

- (1) the time of arrival and departure of stopping trains, and
- (2) the time of passing of non-stopping trains.

## (d) Accident Involving a Train or Locomotive

The Train Controller must be promptly advised by the Stationmaster or Signaller, in the event of:

- (1) an accident
- (2) locomotive failure, or
- (3) any other event affecting the regular movement of traffic.

The Train Controller must then arrange the working of traffic.

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**(e) Train Controller to Approve Each Movement**

The advice of the Train Controller must be obtained relating to all questions of immediate, planned or future train movements.

All instructions must comply with the Rules and Operating Procedures. All instructions are to be promptly and accurately carried out by station staff and train crews.

**(f) Response to SEPAC Telephone**

Stationmasters and Signallers must immediately respond to any call from the Train Controller.

The SEPAC telephone must not be used for any other purpose than messages related to the operation of trains.

**2. TRAIN CONTROL SYSTEM OPERATIONS**

**(a) Failure of SEPAC Telephone**

If the SEPAC telephone fails, every effort must be made to communicate with the Train Controller using other telephone systems.

**(b) Attaching Or Detaching Loading**

Loading is to be detached and attached to freight trains, in accordance with the instructions issued by the Group Manager, Train Operations. These instructions must not be departed from without the direction and consent of the Train Controller.

**(c) Preparation for Movement of Trains**

Stationmasters and Signallers must make advance enquiries with the Train Controller for the intended movements of approaching trains. Preparations must be made in advance of the movements to prevent delays.

**(d) Despatching Train From a Depot (Operations Control System, (O.C.S.) Unavailable)**

Before despatching trains from depot yards, junction stations, or other commencing stations at which freight trains enter controlled territory, the Train Controller must be notified of:

- (1) the train number,
- (2) number of wagons and gross mass,
- (3) locomotive number and class,
- (4) the Driver's name, and
- (5) details of loading to be detached or attached en-route.

Where passenger trains enter controlled territory, the Train Controller must be informed of the:

- (1) train number,
- (2) number of vehicles on the train,
- (3) locomotive number and class, and
- (4) Driver's name.

**(e) Despatch of Train Delayed**

Immediately it is known that a train cannot be despatched on the scheduled time, the Sectional Yard Supervisor or Officer in Charge at the yard or station concerned, must advise the Train Controller of the anticipated late departure and the reason.

**(f) Control to Be Informed of Train Crew Relief**

Depots despatching relief for train crews must inform the Train Controller of the:

- (1) names of the relief crew,
- (2) type of transport by which they are travelling
- (3) names of the train crew to be relieved, and
- (4) number of the train they are working.

**(g) Controlling Train Movements**

All movements directed by the Train Controller, do not in any way, relieve employees of their responsibility of complying with the Rules and Operating Procedures.

Stationmasters, Signallers and the Train Controller must arrange the working of all rail traffic to the best possible advantage.



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