



PROCEDURE

Prior to carrying out a propelling movement the train crew must establish that the movement will be safe, obtain permission from the Network Control Officer for the area concerned, establish and maintain effective communication, and ensure that the Guard/Observer has a clear view of the track in the direction of the propelling movement. Locations where trains are authorised to propel as part of normal operations are:

- Campbelltown
- Moss Vale
- Bundanoon
- Thirroul
- Wollongong
- Dapto
- Dunmore
- Shellharbour
- Bankstown
- Ashfield
- Morisset
- Springwood
- Penrith

At all other locations it will be at the discretion of the Train Controller for that area.

PLEASE NOTE THAT SHUNTING AND PROPELLING IS A POTENTIALLY HAZARDOUS ACTIVITY

Carrying out a propelling movement.

DRIVER:

1. Confer with Guard/Observer and Network Control Officer and come to a clear understanding on the path and limits of the propelling movement to be performed.
2. When you receive authority from the Guard/Observer, propel at a speed of no more than 15 km/h, or no more than 10 km/h over level crossings.
3. Obey directions of the Guard /Observer.
4. If there is a break in visual or radio communications with the guard / observer, stop the train immediately

GUARD/OBSERVER:

1. Confer with the driver. Come to a clear understanding on the route and limits of the propelling movement to be performed.
2. Proceed to the leading vehicle in the direction of travel of the propelling movement and ensure that you have a clear view of the track/s to be used.
3. **“WARNING”** If there is a suitable terminal end vehicle that you can travel in, then the movement can be directed from that workstation using two-way radio and/or hand signals. If there is no suitable vehicle, or where safe sighting distance is limited or obstructed in any way, then the movement must be piloted by the guard / observer walking in advance of the leading vehicle, outside of the danger zone or the ‘line of fire’, using two-way radio and/or hand signals.

WARNING: RIDING ON THE STEPS OR PLATFORMS OF VEHICLES IS STRICTLY PROHIBITED AS PER

Version No:	10.1	Approved By:	Operations Manager	Version Date:	19/05/2021
Manual	RSMSM	Custodian:	Safety Manager	Review Date:	19/05/2024

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LVOP 406.

4. If the movement starts from a platform, ensure passengers do not attempt to join or alight from the train. Follow all the procedures outlined in LVOP 408 regarding shunting with passengers on board.
5. Ensure that fixed signals, where provided, show a proceed indication for the correct route.
6. Direct driver to commence propelling movement by two way radio voice commands or hand signals to propel.
7. During the propelling movement, obey fixed signals, observe the track, give voice commands, hand signals to the Driver every 10 seconds.
8. Be ready to operate the emergency brake pipe cock, or stop the movement promptly in the event of an emergency.
9. Make sure the movement does not exceed authorised limits.

TRAIN CREW

Propelling movements can be a hazardous activity and the train crew should conduct a robust risk assessment in conjunction with the Network Control Officer to ensure that the proposed propelling movement does not compromise personal or operational safety and is permissible at the location concerned.

Criteria for safe propelling should include whether there is / is not a suitable terminal end vehicle to ride in? Is the sighting distance sufficient? Are there fixed signals provided for controlling the movement? Is propelling permitted at the location and are there clear walkways for the Guard /observer to walk beside the leading vehicle. If two or more of these criteria cannot be met, then a safer alternative method of operation should be employed.

RELATED DOCUMENTS:

- Network Rule A/C/NTR 424
- Network Procedure A/C/NPR 721
- LVR Operator Specific LVOP 510
- LVR Operator Specific LVOP 408
- LVR Operator Specific LVOP 506
- LVR Operator Specific LVOP 406
- LVR Operator Specific LVOP 502
- LVR Operator Specific LVOP 414