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Dr. Ken Michael
Acting Rail Access Regulator
Office of the Rail Access Regulator
Level 27, 197 St George's Terrace
PERTH WA 6000

Dear Dr. Michael

TRAIN MANAGEMENT GUIDELINES

It is obvious in reading the submissions in response to your call for comments on WestNet Rail's Train Management Guidelines that we have inadvertently caused confusion because of an omission in our published document.

In Section 4.3 we inserted a matrix of the rules for train management which was incomplete.

The particular matrix used was a cut-down version of the Australian Rail Track Corporation (A.R.T.C.) matrix. The A.R.T.C. cater for Premium, High and Standard class trains which we do not propose to use and in the process of amending the matrix to remove these classes of trains we inadvertently left some boxes blank.

Therefore we would like to replace the incorrect matrix with the attached copy which is from the Code of Practice for the Defined Interstate Rail Network which was released in December 2000 after widespread industry consultation.

We have circulated this letter and the attachment to all respondents to your call for public submissions.

Yours sincerely

T.F. Ryan
General Manager
WestNet Rail

General Principles for Train Management

- All** To ensure operational safety is maintained through compliance with safeworking rules, regulations and procedures.
- WesNet** To ensure the integrity of the track and other infrastructure so that the train plan be met.
- Operators** To ensure operating integrity, including train crewing, locomotives, wagons and loading so that the train plan can be met.
- WestNet** To manage the Network based on agreed entry/exit times.

		Train "A" - Current status				
		Train running "On Time"		Train running "Ahead"		Train running "Late"
		Train "A" - Objective				
Train "B" - Current status	Train Running "On Time"	OT Exit	Scheduled Cross	"A" or "B" Rule 2	B Rule 3	
	Train Running "Ahead"	OT Exit	A or B Rule 2	A or B Rule 2	B Rule 3	
	Train Running "Late"	1. Lose no more time 2. Make up time 3. Hold the gain	A Rule 1	A Rule 1	A or B Rule 4	
		Train "B" - Objective				

- Rule 1. Train "B" may be given priority on condition Train "A" will still meet OT objective.
- Rule 2. Both trains must meet their OT objective.
- Rule 3. Train "A" may be given priority on condition Train "B" will still meet OT objective.
- Rule 4. Give priority to the train where performance indicates it will lose least or no more time, and even make up time and hold the gain.

Notes: The Traffic Management Decision Making Matrix is used as follows:

- [1] Train "A" and Train "B" are competing for priority in relation to traffic management decision by the train control, for example network entry, a cross or pass with another train in single line territory.
- [2] The controller compares the current "status" or performance of both trains in terms of running "On Time", "Ahead" or "Late".
- [3] The decision is given to the train and Rule indicated at the point of intersection.