

Track Warrant Control (Track Authority)

For Nickel City / East (From CP29 to NCE 17) and

Main line between Sheppardsfield (SP) and Underwood (UW)

Track Warrant Control (TWC) is a verbal authorization system defined by the General Code of Operation Rules (GCOR), used to authorize trains to occupy Main Tracks. TWC can be used as a stand-alone dispatching and safety system in unsignaled territories, such as in Nickel City East, or can be supplemented with Automatic Block Signaling (ABS) to increase flexibility and traffic capacity.

The Track Warrant permits a specific train to occupy a specific piece of Main Track between named locations. The Track Warrant also contains information of its own validity; when comes in effect and in some cases when it becomes void.

For the purposes of the Nickel City Line Railroad, we will use Track Warrants (known as Track Authority) for any train entering or departing Nickel City East. For the Nickel City Line we will refer to track warrants as track authority.

Track Authority forms (Form NCL 1204) are located on a clipboard attached to the fascia at Nickel City East, by CP NCE 17. Train crews at either Sheppardsfield or Nickel City East will use a Track Authority form for each Track Authority issued by the dispatcher.

The Track Authority

Track Authority is issued in the following steps, usually using radio:

The dispatcher reads the Track Authority information and instructions to a crew member on the train. The crew member writes the information and instructions on a Track Authority Form.

The train crew member then repeats the information to the dispatcher and ends the report with their initials.

The dispatcher checks the information and, if correct, says "OK" and gives the time and his initials.

The train crew member then enters the "OK" time and initials on the Track Authority form and repeats them to the dispatcher.

The Track Authority is not in effect until the "OK" time is shown on it. If the Track Authority restricts train movement or previously granted movement authority, the dispatcher can not consider the Track Authority to be in effect until his "OK" has been acknowledged by the train crew member.

Reporting Clear of Limits

A train crew operating in non-signaled may report clear of the limits or report having passed a specific location to the dispatcher only when it is known the train work is complete.

Voiding Track Warrants

A crew member must write "VOID" across each copy of the track warrant when the train has reported clear of the limits or the track warrant has been made void.