

general

Unreliable track-circuit operation

Purpose

To prescribe the rules for identifying and responding to unreliable track-circuit operation in the Network.

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Identifying unreliable track-circuits

Reporting

Qualified Workers must report track-circuits suspected of being faulty to the Signaller.

The Signaller must treat the operation of the reported track-circuits as unreliable.

Intervals between train movements

Signallers must treat the operation of track-circuits that have not been travelled over by rail traffic for 72-hours or more as unreliable.

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NOTE

The responsible Signal Engineer may specify a period longer or shorter than 72-hours for designated portions of track.

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general

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Responding to unreliable track-circuits

Rail traffic detection failure

Track-circuit operation must be treated as failed and in an unsafe condition if it fails to provide an indication when a train, or a track vehicle listed in the *Train Operating Conditions (TOC) manual* as operating track-circuits, is on the track-circuit.

Signallers who become aware that track-circuit detection of rail traffic might have failed must:

- set controlled signals allowing entry to the affected blocks at STOP and apply blocking facilities
- arrange for the Signals Maintenance Representative to be told about the unreliable track-circuits
- make sure that signalling equipment affected by unreliable track-circuits is not used before it is tested and certified as working correctly by the Signals Maintenance Representative
- tell the Network Controller
- block work rail traffic.

False detection of rail traffic

Track-circuit detection is treated as false if it indicates that the track-circuit is occupied without rail traffic being present.

Signallers who become aware that track-circuits are providing a false indication of the presence of rail traffic must arrange for the Signals Maintenance Representative to certify the track-circuits as working correctly.

general

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Until the track-circuits have been certified as working correctly, rail traffic must be worked in accordance with:

- *NSY 512 Manual block working, or*
 - *NSG 608 Passing signals at STOP.*
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Network Procedures

NPR 722 Manual block working

NPR 746 Authorising rail traffic to pass an absolute signal at STOP

Effective date

30 September 2018
