

train working

## Defective equipment

### Purpose

To prescribe the rules for responding to train equipment defects during travel in the Network.

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### Brakes

If a train's brakes are suspected or reported to be defective during travel, the Train Crew must act in accordance with *NTR 404 Using brakes*.

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### Train lights

If a train's lights are suspected or reported to be defective during travel, the Train Crew must act in accordance with *NTR 406 Using lights*.

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### Train whistles

If train whistles become defective during travel, the Train Crew must act in accordance with *NTR 408 Using whistles*.

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### Speedometers

If the speedometer in the leading motive power unit is observed or reported to be defective during travel, the Train Crew must, if possible, remedy the defect.

If the fault persists, the Train Crew must not exceed the speed limits.

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An affected train may continue to travel until:

- the train is re-marshalled at the first suitable location, or
  - the equipment can be repaired or replaced, or
  - the motive power unit is worked out of service.
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### Driver safety systems

If faulty Driver safety system equipment in the leading motive power unit needs to be completely isolated during travel, the Train Crew must tell the Signaller.

An affected train may continue to travel until:

- it is re-marshalled at the first suitable location, or
- it is taken out of service at a suitable location.

Signallers must monitor the journey of an affected train.

If the Driver safety systems of a train with a single crew member in the driving cab fail completely, the Driver must:

- stop the train, and
- tell the Signaller.

Before the train continues its journey, the Operator must arrange to provide a second Qualified Worker in the driving cab.

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### Train communications equipment

If the train communications equipment in the leading motive power unit is found or reported to be defective during travel, the Train Crew must report the failure, as soon as possible, to the Signaller.

The Signaller must tell affected Network Controllers and Signallers about the failure.

Operators must arrange for alternative means of effective communication by Train Crews with Network Controllers and Signallers.

An affected train may continue to travel until the end of its scheduled journey.

At the end of that journey, the affected train must be taken out of service at a suitable maintenance location.

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### Automatic Train Protection (ATP) equipment

If a train's Automatic Train Protection (ATP) equipment is suspected or reported to be defective during travel, the Train Crew must act in accordance with Rule *NTR 434 Automatic Train Protection (ATP) onboard equipment*.

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### Network Procedures

*NPR 721 Spoken and written communication*

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### Effective date

24 March 2019