

## Unreliable track-circuit operation

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### Purpose

To prescribe the rules for identifying and responding to unreliable track-circuit operation in the Country Regional Network (CRN).

### Identifying unreliable track-circuits

#### Reporting

Competent Workers must report track-circuits suspected of being faulty to the Network Control Officer.

The Network Control Officer must treat the operation of the reported track-circuits as unreliable.

#### Intervals between rail traffic movements

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



#### NOTE

The 72-hour period may be varied longer or shorter for designated portions of track by Waiver in accordance with UGLRL Engineering Standards.

The Waiver is to be endorsed by the CRN Signalling Standards Engineer and approved by the Manager Network Rules and Procedures.

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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 rail traffic listed in the UGLRL Train Operating Conditions (TOC) manual as operating track-circuits, is on the track-circuit.

Network Control Officers who become aware that track-circuit detection of rail traffic may have failed must:

- set controlled signals allowing entry to the affected blocks at STOP and apply blocking facilities, and
- arrange for the Signals Maintenance Representative to be told about the unreliable track-circuits, and
- 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, and
- block work rail traffic.

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### 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.

Network Control Officers 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.

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

- Rule CNSY 512 Manual block working, or
- Rule CNSG 608 Passing signals at STOP.

### CRN Network Procedures

CNPR 722 Manual block working

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

### Effective date

30 January 2022