

ANGE 220

Unreliable Track-Circuit Operation

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

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3.0	11 October 2015

Purpose

To prescribe the rules for identifying and responding to unreliable *track-circuit* operation in the *Australian Rail Track Corporation (ARTC)* NSW Network

Identifying unreliable track-circuits

Reporting

Qualified 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 train 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.



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

The Waiver is to be endorsed by the ARTC Signalling Standards Engineer and approved by the Standards and Systems Manager.

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 ARTC *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 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
- tell the *Train Controller*, and
- *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.

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 *ANSY 512 Manual block working*, or
- Rule *ANSG 608 Passing signals at STOP*

Related ARTC Network Procedures

ANPR 722	Manual block working
ANPR 746	Authorising rail traffic to pass an absolute signal at STOP

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