Ref:	**NR/L3/OCS/043/3.2**
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

National Control Instructions

and

Approved Code of Practice

Section 3.2

Wrong Side Failures

This section contains:

		Issue	Dated
3.2.1	Signalling Equipment		
3.2.2	On Train Equipment		

Documents
Document Sharing Hub

Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS

Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/28/2016 00:00:44 MDT

Full document details: NR NR-L3-OCS-043-3.2 ISSUE 1 2008

3.2 Wrong Side Failures (WSFs)

National Control Instruction

Controllers shall ensure that, in all incidents, priority is given to ensuring that adequate practical response is provided to the incident.

Approved Code of Practice

References

Definition

Wrong Side Failures (WSF's) are defined as infrastructure or train failures where the normal protection arrangements inherent in the system are potentially unavailable. Examples are defects with AWS equipment where the driver receives an incorrect indication at a signal displaying a Caution or Danger aspect, a semaphore signal failing to return to the ON position after the controlling lever is operated, Track Circuits failing to operate, or power doors being able to be opened without being enabled.

3.2.1 Signalling Equipment

3.2.1.1 Refer to section 3.1 (Failure of Signalling Equipment) for guidance on dealing with failures in general.

3.2.1.2 All procedures described in Section 3.1 must be followed for a Wrong Side Failure (Low Risk & High Risk). Additional measures are described below.

3.2.1.3 Categorisation of Wrong Side failures

When an allegation of a wrong side failure is reported to the Operations Control concerning any item of signalling equipment the Route Control Manager shall determine the category of the failure using the Appendix A as guidance and ensure that the signaller is advised of the categorisation of the failure.

The Route Control Manager shall advise the Local Operations Manager or 'On call Manager' of any allegations of serious wrong side failure of signalling equipment and the failure categorisation and discuss and agree with the Signalling Engineer or 'On call Engineer' who shall be appointed as the Investigating Officer appropriate to the circumstances of the allegation.

The Incident Controller shall:

a) Arrange for the Signaller concerned to be interviewed if appropriate.

Documents
Document Sharing Hub

Copyright Network Rail
Provided by IHS under license with Network Rail
No reproduction or networking permitted without license from IHS
Full document details: NR NR-L3-OCS-043-3.2 ISSUE 1 2008

Licensee=Weston Williamson/5989497001, User=sam, albett
Not for Resale, 03/28/2016 00:00:44 MDT