

NATIONAL CONTROL INSTRUCTIONS

Instruction: 3.3

Issue: 2

Page: 1 of 8

Date: 03 September 2011

TRACK CIRCUIT FAILURES AND TRACK DEFECTS

1 PURPOSE

In all matters Controllers shall:

- respond to Track Circuit failures and Track Defects as they are reported;
- ensure a timely response by maintenance teams;
- determine the full details and effects of the failure;
- be aware of the operation of the New Measurement Train (NMT);
- maintain the safety of the operational railway.

2 TRACK CIRCUIT FAILURES

2.1 Conditions

Condition A

A Track Circuit has failed with it showing occupied preventing the clearance of associated signal(s) and where applicable the movement of points.

Condition B

A Track Circuit is flickering between clear and occupied indications in the signal box.

3 THE NETWORK RAIL OPERATIONAL CONTROL FUNCTION

3.1 Duties of the Incident Controller

1) Determine the identity of the failed track circuit	<ul style="list-style-type: none">• Each track circuit is identified by a number of letters, from a single letter in the older / smaller signal boxes to three letter identities in the recently re-signalled areas.
2) Identify signal(s) and line(s) affected	<ul style="list-style-type: none">• Identify the signal(s) being held at danger and any routes that may not be available.
3) Establish by what means the affected section of the line is being examined	<ul style="list-style-type: none">• Information to be obtained from Controlling Signaller. They will be able to identify the first train affected by the failure and what follow up actions are being taken.• This failure may be the first indication of a more serious track equipment failure e.g. broken rail.

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Instruction: 3.3

Page: 2 of 8

Issue: 2

Date: 03 September 2011

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4)	Clarify whether the signal and / or its associated signal post telephone is restricted to emergency use only due to limited clearance	<ul style="list-style-type: none">• In an area of limited clearance it is essential that the Drivers of all trains have the radio equipment set up to make immediate contact with the signaller and therefore minimise delay.• Where possible it is prudent to arrange for the Driver to be advised prior to reaching the affected area, Station staff and Standards Managers may be utilised to assist in this function.
5)	Establish what actions NRAR are taking and an estimate of when these will be completed	<ul style="list-style-type: none">• When a track circuit is flickering and facilities at the signal exist, it will be necessary to key the signal back to exhibit a danger aspect only. This prevents the signal reverting to danger in an uncontrolled manner as train approaches.
6)	Establish whether alternative, unaffected lines will be used	<ul style="list-style-type: none">• The signaller will normally use alternative lines to avoid the affected section, where these are available. It may be necessary to advise stations of altered platforming.• If station working is likely to be affected, or if non-stopping trains are likely to be stopped to be authorised to pass a signal at danger, alert the Station Supervisor or person in charge.
7)	Utilise diversionary routes	<ul style="list-style-type: none">• Where the effects of the failure are more serious the request to use an alternative route• Diversions will be subject to the Traincrews route knowledge and route clearance of the rolling stock.• Contingency arrangements should be formulated to provide a service for affected stations.
8)	Obtain details of remedial work	<ul style="list-style-type: none">• Rectification will not be until signalling/track engineers have fully repaired the fault. Network Rail Zone Control will use the term "in order" in this type of circumstance.
9)	Enter full details in the Daily Control Log	<ul style="list-style-type: none">• This information is to include the foregoing and also if the fault is not rectified by the time the Daily Log is disseminated the entry should be endorsed "Still Outstanding" with a time that this statement is valid to.• The fault should then be transferred to the "Outstanding Failures" section at the beginning of the next day's log along with its fault number.• Enter into FMS.

NATIONAL CONTROL INSTRUCTIONS

Instruction: 3.3

Issue: 2

Page: 3 of 8

Date: 03 September 2011

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3.2 Duties of the Train Running Controller

1) Produce a Train Crew late notice	<ul style="list-style-type: none">• If appropriate or where the failure is more long term it is desirable to forewarn traincrew by the publication of a late notice to be posted in the Traincrew Late Notice case.• Please note – where signals are restricted to approach control this information is not to be published on a Traincrew Late notice.
2) Arrange Service Recovery	<ul style="list-style-type: none">• Identify and agree service recovery plans with relevant parties.
3) Implement alternative route workings	<ul style="list-style-type: none">• Advise all relevant Controllers of the agreed plans.• Keep Senior Managers updated with intended train services (where necessary).
4) Arrange recovery of trapped trains	<ul style="list-style-type: none">• Arrange for any trapped trains to be recovered, as detailed in ICC management response on-call matrix.
5) Keep people updated	<ul style="list-style-type: none">• Keep the Senior Managers advised of likely duration of the problem and necessary alterations to the train service as they materialise.• Update ICC Control Log as required.

3.3 Duties of the Route Control Manager

1) ROC Emergency Timetabling	<ul style="list-style-type: none">• If the problem is expected to last more than two days, instigate ROC Emergency Timetabling in accordance with NCI 2.4
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