

Rail Industry Standard
RIS-3708-TOM
Issue: One
Date: June 2016

Arrangements Concerning the Non- Operation of Track Circuits During the Leaf Fall Contamination Period

Synopsis

This document details the requirements for identifying the need for, introduction and subsequent removal of, restrictions to normal operations to mitigate the effects of the non-operation of track circuits during the leaf fall contamination period.

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Issue Record

Issue	Date	Comments
One	04/06/2016	Original document.

This document will be updated when necessary by distribution of a complete replacement.

Revisions have not been marked by a vertical black line in this issue because the document has been revised throughout.

Superseded Documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GORT3208 Issue Three	All	04/06/2016

Supply

The authoritative version of this document is available at www.rssb.co.uk/railway-group-standards. Enquiries on this document can be forwarded to enquirydesk@rssb.co.uk.

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Contents

Part 1 Purpose and Introduction	4
1.1 Purpose	4
1.2 Application of this document	4
1.3 Health and safety responsibilities	5
1.4 Structure of this document	5
1.5 Approval and Authorisation	5
 Part 2 Requirements Relating to the Preparation for the Leaf Fall Contamination Period	 6
2.1 Responsibilities common to the IM and RUs - planning	6
2.2 Responsibilities common to the IM and RUs - information dissemination	6
2.3 Developing joint special working arrangements	7
2.4 Responsibilities of the IM - monitoring, recording and communicating	7
2.5 Responsibilities of the IM - publishing	8
2.6 Responsibilities of the IM planning - central point of contact	8
2.7 Responsibilities of the IM planning - geographical areas	8
2.8 Responsibilities of the IM - implementation	9
2.9 Responsibilities of the IM - resumption of normal working	9
2.10 Responsibilities of RU planning - central point of contact	10
Definitions	11
References	12

Arrangements Concerning the Non-Operation of Track Circuits During the Leaf Fall Contamination Period

Part 1 Purpose and Introduction

1.1 Purpose

1.1.1 This document is a standard on arrangements concerning the non-operation of track circuits during the leaf fall contamination period, for members of RSSB to use if they so choose.

1.1.2 This document supports transport operators (TOs) in satisfying their legal obligations in respect of providing contingency arrangements. It contains elements for identifying the need for, introduction and subsequent removal of, restrictions to normal operations in the event of problems being encountered with the operation of track circuits during the leaf fall contamination period.

1.1.3 The principle of maintaining a safe distance between trains travelling in the same direction on the same line is normally achieved by the provision of lineside signals or block markers; effectively dividing the line into several sections.

1.1.4 On many lines, track circuits are used to detect the presence of a train in any of the sections and in doing so influence the signalling system. However, if for any reason a track circuit fails to operate, commonly referred to as wrong-side failure, then the integrity of the system is destroyed and the protection normally provided by the interlocking is lost. Locations equipped with axle counters for the purposes of train detection are excluded from these requirements.

1.1.5 A wrong-side failure of this nature exposes the system users to the following hazards:

- a) Collisions between trains.
- b) Derailments.
- c) Trains colliding with obstructions at level crossings.
- d) Persons being struck by trains.

1.1.6 Experience over a number of years has shown that the likelihood of a wrong-side failure occurring at certain locations increases during the leaf fall period each year.

1.1.7 A high proportion of wrong-side failures during the leaf fall contamination period can be attributed to a build-up of compacted leaves on the rail surface, creating a poor electrical contact between wheel and rail.

1.1.8 There is sufficient evidence, therefore, to make it possible to identify high-risk locations and introduce special measures to reduce the likelihood of wrong-side failures and mitigate their effects.

1.2 Application of this document

1.2.1 A member of RSSB may choose to adopt all or part of this document through internal procedures or contract conditions. Where this is the case the member of RSSB will specify the nature and extent of application.

1.2.2 Therefore compliance requirements and dates have not been specified since these will be the subject of internal procedures or contract conditions.

1.2.3 The Standards Manual and Railway Group Standards (RGS) Code does not currently provide a formal process for deviating from a Rail Industry Standard (RIS). However, a member of RSSB, having adopted a RIS and wishing to deviate from its requirements, may request a Standards Committee to provide opinions and comments on their proposed alternative to the requirement in the RIS. Requests for opinions and comments should be submitted to RSSB by e-mail to proposals.deviation@rssb.co.uk. When formulating a request, consideration should be given to the advice set out in the 'Guidance to applicants and members of Standards Committee on deviation applications', available from RSSB's website.