

Defective equipment

Purpose

To prescribe the rules for responding to train equipment failure during travel in the Country Regional Network (CRN).

Brakes

If a train's brakes are suspected or reported to be defective during travel, the Rail Traffic Crew must act in accordance with Rule CNTR 404 Using brakes.

Train lights

If a train's lights are suspected or reported to be defective during travel, the Rail Traffic Crew must act in accordance with Rule CNTR 406 Using lights.

Train whistles

If train whistles become defective during travel, the Rail Traffic Crew must act in accordance with Rule CNTR 408 Using whistles.

Speedometers

If the speedometer in the leading motive power unit is observed or reported to be defective during travel, the Rail Traffic Crew must, if possible, remedy the defect.

If the fault persists, the Rail Traffic Crew must not exceed the speed limits.

An affected train may continue to travel until:

- the train is re-marshalled at the first suitable location, or
- the equipment can be repaired or replaced, or
- the motive power unit is worked out of service.

Driver safety systems

If faulty Driver safety system equipment in the leading motive power unit needs to be completely isolated during travel, the Rail Traffic Crew must tell the Network Control Officer.

An affected train may continue to travel until:

- it is re-marshalled at the first suitable location, or
- it is taken out of service at a suitable location.

Network Control Officers must monitor the journey of an affected train.

If the Driver safety systems of a train with a single crew member in the driving cab fail completely, the Driver must:

- stop the train, and
- tell the Network Control Officer.
- Before the train continues its journey, the Operator must arrange to provide a second Competent Worker in the driving cab.

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Train communications equipment

If the train communications equipment in the leading motive power unit is found or reported to be defective during travel, the Rail Traffic Crew must report the failure, as soon as possible, to the Network Control Officer.

The Network Control Officer must arrange for affected Network Control Officers to be told about the failure.

Operators must arrange for alternative means of effective communication by Rail Traffic Crews with Network Control Officers.

An affected train may continue to travel until the end of its scheduled journey.

At the end of that journey, the affected train must be taken out of service at a suitable maintenance location.

JHR Network Procedures

CNTR 721 Spoken and written communication

Effective date

October 2019