Network Safeworking Rules and Procedures

Centralised Traffic Control System

Rule Number: 5001

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	21 11 2022	All	Review

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1. Purpose

The purpose of this rule is to describe the operation of the *Centralised Traffic Control (CTC) System of Safeworking* used in the *Network*.

2. General

The *CTC* system comprises:

- a *Location* for the control of *Points* and signals;
- *Controlled Absolute Signals* at the entrance to each *Section*;
- *Controlled Absolute Signals* protecting the *Route* through *Interlockings*;
- *Absolute Signals (Intermediate Signals)* to divide *Sections* into multiple *Blocks*; and
- *Track-Circuits* or *Axle Counters*.

Sections within the *CTC Territory* consist of single or multiple lines that are *Uni-Directional* or *Bi-Directional*.

Interlocking of *Track-Circuits*, *Axle Counters*, *Points* and *Protecting Signals* prevent a *Running Signal* from displaying a Proceed indication unless:

- the *Block* beyond the signal is not *Occupied*;
- there are no conflicting *Routes* set; and
- the *Points* are correctly set.

The *Network Controller* controls the entry of *Rail Traffic* into *Sections* and through *Interlockings*.

If the *CTC* system is reported as, or suspected to be, faulty or unreliable, a method of *Special Working* must be used until the system has been restored.

3. Proceed Authorities

The *Authority* for *Rail Traffic* to enter and *Occupy* a *Block* under the *CTC* system is:

- a Proceed signal;
- a verbal *Authority*; or
- a written *Authority*.

4. Failure of Control Functions

If the function to control *Points* and signals fail, the *Network Controller* must instruct the *Competent Worker* to:

- confirm the setting of *Points*;
- manually operate the *Points* as required; and
- manually *Secure* the *Points*, if necessary.

The *Rail Traffic Crew* must obtain an *Authority* to pass *Fixed Signals* at STOP in accordance with Rule 6013 Passing Fixed Signals at STOP.

5. Entering Signalled Track from Non-Signalled Location

Where there is no *Fixed Signal* to control entry into *CTC Territory*, the *Network Controller* must *Authorise Rail Traffic* entry.

The *Network Controller* must:

- verify that there are no conflicting *Rail Traffic* movements or *Track Occupancies*,
- where provided, give the release for *Switchlock* operation; and
- give permission for the *Points* to be operated.

Rail Traffic entering from non-signalled areas must be prepared to Stop at the next *Fixed Signal* and comply with the indication displayed.

6. References

6013 Passing Fixed Signals at STOP

7. Effective Date

21 November 2022