general

Communications equipment

Purpose

To prescribe the rules for using communications equipment in the MTS Network.

Communications equipment

Communications equipment listed in the following table, or compatible with equipment listed in the table, may be used to establish spoken effective communication in the Network.

Before rail traffic travels in the Network, equipment fitted to communicate with the Operation Control Centre (OCC) must be working correctly.

If the OCC communications equipment is defective, affected Traffic Controllers must:

- tell Maintenance Representatives about the faulty equipment, and
- establish alternative communications methods.

If a train or rail track vehicle's communications equipment becomes defective, Traffic Controllers and Rail Traffic Operators must act in accordance with *MTR 410 Defective equipment*.

The following table lists the protocols to be used for each type of communications equipment.

Communications Equipment	Protocol	Emergency Button
Tetra Radio System (RAD)	Open-channel and discrete-channel	Yes
Government Radio Network (GRN)	Open-channel and discrete-channel	No
Mobile phones	Discrete-channel	No
Help / Information Points	Discrete-channel	Yes
OCC Phones	Discrete-channel	No
Standard Phones	Discrete-channel	No

general

Communications equipment

Communications Equipment	Protocol	Emergency Button
Trackside Phones	Discrete-channel	No
Emergency Phones	Discrete-channel	Yes
Internal Train cab-to-cab	Discrete-channel	No

Note:

If a Network Communications failure is declared, the General Manager for the Operations discipline must make sure that:

- appropriate controls are in place to ensure effective communications, and
- all Rail Traffic Operators, Operations Control Centre staff and station staff are advised of the Network communications failure, and
- manually operated trains will enter the Network from the SMTF, stabling roads and sidings using an alternative means of communication.

Procedures

MPR 721 Spoken and written communication

Effective date

28 April 2025