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Briefing Leaflet

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The following modules and handbooks will be re-issued and come into force on 02 December 2023:

Glossary Glossary of Railway Terminology

Handbook 10 Duties of the COSS and person in charge when using a hand trolley

Handbook 13 Duties of the person in charge of the siding possession (PICOS)

Handbook 19 Work on signalling equipment - duties of the signalling technician

Module M1 Dealing with a train accident or train evacuation

Module M2 Train stopped by train failure

Module OTM Working of on-track machines (OTM)

Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities

Module SS1 Station duties and train dispatch

Module SS2 Shunting

Module TS1 General signalling regulations

Module TS2 Track circuit block regulations

Module TS11 Failure of, or work on, signalling equipment - signallers' regulations

Module TW1 Preparation and movement of trains

Module TW4 Preparation and working of freight trains

Module TW5 Preparation and movement of trains: Defective or isolated vehicles and on-train equipment

The following documents will be withdrawn on 02 December 2023

Handbook 20 General duties of a safe work leader (SWL) working outside a possession

Handbook 21 Safe work leader (SWL) blocking a line

Glossary of Railway Terminology

Additional protection

A new definition has been included.

Handbook 10 Duties of the COSS or SWL and person in charge when using a hand trolley

KEY CHANGES

Following an accident in which a trolley was struck by a train, the requirement has been changed to say that a red light must always be displayed in a trolley, and never a red flag.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this handbook, including from the title.

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this changes have been made to remove any references to level crossings as being 'manned' and replace these with the term 'manually-controlled'. This change was previously published in the Periodical Operating Notice (PON) in December 2022.

In the interests of clarity an explanation has been added that the 'person in charge' referred to in the handbook means the person referred to as the person in charge of the trolley.

For completeness, mention has been added that as well as not passing over an axle counter head, a trolley must not stop within two metres of it, in both cases unless reset arrangements have been agreed. There is an existing instruction to this effect, which does not appear in the Rule Book.

DETAIL OF CHANGES

Section headings in bold relate to issue 4 of Handbook 10.

1 General

An explanation has been included of the meaning of 'person in charge of the trolley'.

Reference to the obsolete competency of safe work leader (SWL) has been removed.

The instruction concerning a trolley not passing over an axle counter head has been changed to include not stopping within two metres of it.

2 Duties of the COSS or SWL

The title has been changed to remove reference to the obsolete competency of safe work leader (SWL).

2.1 Making sure the line is blocked

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

2.3 On a running line in a possession

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

2.5 Level crossings

This section has been changed to refer to level crossings as 'manually-controlled' rather than 'manned'.

3 Duties of the person in charge of the trolley

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

Only a red light, and not a red flag, must be displayed on the trolley.

Handbook 13 Duties of the person in charge of the siding possession (PICOS)

KEY CHANGES

It has been pointed out that when possession is taken of part of a siding, a sleeper may not always be readily available to use as part of the protection, and may not be easily handled. The wording has been changed to allow a derailer to be used as a more manageable alternative, and also to say that either a sleeper or derailer is only required when there is a particular need to prevent any movements onto the part of the siding under possession. This applies if the part of the siding is unsafe for any movements, the nature of the work being carried out would make it unsafe for any movements, or anyone will be working on or near that part of the siding.

As a shunter may not always be present, the reference to telling the shunter about the possession has been changed to refer to a person in charge of train movements.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this handbook.

DETAIL OF CHANGES

Section headings in bold relate to issue 3 of Handbook 13.

2 General

Reference to the obsolete competency of safe work leader (SWL) has been removed.

3 Competence

Reference to the obsolete competency of safe work leader (SWL) has been removed.

4 Agreeing the arrangements

4.2 Telling the shunter

This section has been changed to include telling any other person responsible for controlling train movements if this is not a shunter.

5 Protecting the possession

5.2 Possession of part of one siding

This section has been changed to include the use of a derailer and to explain when the additional protection is necessary.

6 Siding next to a running line under possession

6.2 Movements to or from the running line under possession

Reference to the obsolete competency of safe work leader (SWL) has been removed.

7 Allowing work to start

Reference to the obsolete competency of safe work leader (SWL) has been removed.

9 Giving up the possession

9.1 Work suspended or completed

Reference to the obsolete competency of safe work leader (SWL) has been removed.

9.2 Telling others

This section has been changed to include telling any other person responsible for controlling train movements if this is not a shunter.

9.3 Recording the arrangements

Reference to the obsolete competency of safe work leader (SWL) has been removed.

Handbook 19 Work on signalling equipment - duties of the signalling technician

KEY CHANGES

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this, the term 'pilotman' is being changed to 'pilot' throughout the Rule Book. All references in this handbook have been changed. As there may be a lapse of time before all corresponding changes can be made, it should be noted that the former term 'pilotman' might still be used, but is to be taken as having the same meaning as 'pilot'. This amendment was previously published in the December 2022 Periodical Operating Notice.

Following an incident in which work being carried out by signal engineering staff outside the limits of a possession had the effect of disconnecting equipment, a new requirement has been introduced to include on form RT3187 details of work where the person in charge is not located within the limits of the possession.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this handbook.

DETAIL OF CHANGES

Section headings in bold relate to issue 4 of Handbook 19.

6 Work on equipment when the line is under possession

A new instruction has been included to introduce a requirement to include on form RT3187 details of work being carried out by a person in charge located outside the limits of the possession.

7 Working single lines by pilotman

The title of this section has been changed to 'Working single lines by pilot'.

All references in this section to 'pilotman' have been changed to 'pilot'.

This amendment was previously published in the December 2022 Periodical Operating Notice.

Handbook 20 General duties of a safe work leader (SWL) working outside a possession

KEY CHANGE

The competency of safe work leader (SWL) is no longer a recognised one and this handbook has been withdrawn.

DETAIL OF CHANGES

This handbook has been withdrawn.

Handbook 21 Safe work leader (SWL) blocking a line

KEY CHANGE

The competency of safe work leader (SWL) is no longer a recognised one and this handbook has been withdrawn.

DETAIL OF CHANGES

This handbook has been withdrawn.

Module M1 Dealing with a train accident or train evacuation

KEY CHANGE

A review has been carried out of the use of detonators as a form of protection. It will no longer be necessary to use detonators to protect a portion of a divided train that has been left in section. Instead a red light must be displayed on the rear of the divided portion, and a white light on the front. Instructions have been introduced for signallers and drivers dealing with a train entering a section as an assisting train to remove a portion of a divided train, which have previously not been spelt out.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of module M1.

5 Accidental train division

5.4 If the two portions cannot be recoupled

This section has been changed to replace the use of detonators by red and white lights on the divided portion of the train.

5.5 Dealing with an assisting train

This is a new section describing the instructions the signaller must give to the driver and those that the driver must carry out for the assisting train that is to remove a divided portion of a train.

Module M2 Train stopped by train failure

KEY CHANGES

These rules have been reviewed as part of a wider consideration of reducing the use of detonators. Risk assessment work has demonstrated that the possible risks to a driver leaving the failed train are greater than the contribution of detonators to reducing the risk of collision between the assisting train and the failed train.

Based on the findings of that work the rules have been changed so that the driver of the failed train is no longer required to place assistance protection, but will normally remain with the failed train.

This requires the signaller to put the two drivers in communication by GSM-R, principally so that the driver of the assisting train can be given as exact information as possible about the location of the failed train, and any other relevant details.

The assisting train, as well as being required to proceed at caution, must not exceed a speed of 25 mph (40 km/h) at any point. This speed approximates to the required braking distance that would be available under the present rules if the assisting train had not stopped at the assistance protection point and exploded detonators at approximately 300 metres from the failed train.

GSM-R communication is not a requirement if the failed train can clearly be seen from the location where the assisting train is waiting to proceed towards it, as this method of communication would add little to an understanding of where the failed train is situated.

However, if GSM-R communication cannot be set up during poor visibility, the driver of the failed train is still required to leave that train and meet the assisting train at a location normally the same as the former assistance protection point. The rules cater for a variety of circumstances including those in which emergency protection is required during emergency special working or temporary block working. In that situation the rules explain the actions of the driver of the failed train, which are not made clear at present.

As there is no longer a need to provide assistance protection, section 1.5 has been deleted. This means that the present exemption from any of the requirements in this module on a permissive line no longer applies, as there is no obvious reason why they should be any different.

Emergency protection is still required for a failed train in the same situations as now, but section 2.2 has been rewritten to remove reference to assistance protection and to deal more fully than previously with the actions of the driver of the failed train.

DETAIL OF CHANGES
Section headings in bold relate to issue 6 of module M2.

1 If the train fails

1.1 Telling the signaller
This section has been changed for completeness to say that the signaller will normally be told by means of the train radio, and if this is not possible, by the quickest means available.

1.4 Telling the guard
This section has been changed for completeness to refer also to a need to leave the train to contact the signaller.

1.5 Providing assistance protection
As there is no longer a need to provide assistance protection, this section has been deleted. This means that the present exemption from any of the requirements in this module on a permissive line no longer applies, as there is no obvious reason why they should be any different.

2 Protecting the failed train with emergency protection

2.2 Providing emergency protection
Emergency protection is still a requirement in this situation. Where the driver must go to has been reworded to make the intention clearer. A new instruction has been added for the driver to then return to the train, or continue if necessary if the signaller has not been spoken to (both appear in module M1 but not in module M2). During poor visibility, if the assisting train will arrive from the rear of the failed train, the driver must remain where emergency protection has been placed to wait for the assisting train to arrive and show a hand danger signal to the driver. The current module M2 does not state this and it has been included for completeness.

3 Providing assistance

3.1 Waiting for the assisting train to arrive
This section has been divided into two parts.

Section 3.1 a) applies in all visibility conditions providing GSM-R radio communication can be set up between the two drivers. The driver of the failed train then remains in the cab.

GSM-R communication need not be established if the failed train will be clearly visible from the location where the assisting train is standing, as in this situation the benefits from doing so would be limited.

In poor visibility the absence of GSM-R radio communication would increase risk by comparison with the use of detonators. To reduce this risk section 3.1 b) requires the driver of the failed train to proceed to a location corresponding to where assistance protection would be placed and meet the assisting train displaying a hand danger signal on its approach. However, if there is a tunnel entrance within 300 metres of the failed train, the driver will wait at the end of the tunnel closest to the failed train rather than being required to proceed to the other end which is required by the existing rules, but can be both hazardous and time consuming. If the train has failed within a tunnel and the 300-metre distance from the failed train falls within the tunnel, the driver will proceed to the far end of the tunnel.

3.2 Signaller allowing the assisting train to enter the section

This section has been divided into two parts.

Section 3.2 a) covers the situation in which GSM-R radio communication can be set up between the two drivers.

GSM-R communication need not be established if the failed train will be clearly visible from the location where the assisting train is standing, as in this situation the benefits from doing so would be limited.

When GSM-R radio communication is not available the signaller will relay to the driver of the failed train any information relating to the movement.

Section 3.2 b) applies during poor visibility when GSM-R communication is not possible and the driver of the failed train is to meet the assisting train at one of five possible locations, or will proceed to one of those locations.

Section 3.2 has also been amended by removing a requirement for signallers to instruct drivers concerning the speed of the movement which was already a requirement for the driver in section 3.3.

3.3 Assisting train moving towards the failed train

This Includes a new requirement for the assisting train whilst proceeding at caution not to exceed 25 mph (40 km/h) in all circumstances.

When it is not possible for the drivers to speak to each other directly, all communications will take place via the signaller.

A separate instruction applies when it is necessary to pick up the driver of the failed train which is not significantly different from the existing instructions.

A reference to exploding detonators has been removed, as this referred to the assistance protection, which if exploded would indicate an imminent danger of collision and therefore the assisting train was to be stopped.

Any detonators that are now exploded would be ones that have been laid for emergency protection purposes, and if this happens, the driver would act as shown in section 13 of module TW1.

3.4 Driver of the failed train conducting the assisting train

This section has been changed to state that this only applies in poor visibility when it has not been possible to set up GSM-R communication between the two drivers.

Module OTM Working of on-track machines (OTM)

KEY CHANGES

All on-track machines that are now in use can be relied upon to operate track circuits. This module has been changed to remove all reference to on-track machines that cannot be relied upon to do so.

If an on-track machine has a defective track circuit actuator (TCA) the instructions in module TW5 *Preparation and movement of trains: Defective or isolated vehicles and on-train equipment* must be applied.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this module.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of module OTM.

2 Entering service

2.1 Before starting a journey

As all on-track machines (OTM) can now be relied upon to operate track circuits, the requirement to tell the signaller that an OTM cannot be relied upon to do so has been removed.

3 OTM that cannot be relied upon to operate track circuits

As all on-track machines can now be relied upon to operate track circuits, the whole of this section has been withdrawn.

5 Working within a possession

5.1 Maintaining clearance from other lines

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

KEY CHANGES

A correction has been made to section 2.3. The signaller is not required to check personally that a facing point lock is engaged, but can rely on being told that this has been checked.

In section 4.6 it has been pointed out that these instructions can apply also to semaphore shunting signals and the section has been changed to include this. The wording has also been changed in two respects for consistency with other references in the Rule Book to refer to 'position-light signals not associated with a main aspect signal', and also to remove a reference to obeying all other signals.

Section 8 has been changed in the interests of clarity to say that this section only applies to a signal box on an absolute block line, as has always been the intention, and that the instruction concerning level crossings applies to any type of level crossing.

The instructions in section 9.3 will now apply only to ERTMS trips that have been caused when an end of authority has been passed without a movement authority, and not to any other ERTMS trips which can be caused by a variety of reasons.

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this, the term 'pilotman' is being changed to 'pilot' throughout the Rule Book. All references in this module have been changed. As there may be a lapse of time before all corresponding changes can be made, it should be noted that the former term 'pilotman' might still be used, but is to be taken as having the same meaning as 'pilot'.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of module S5.

1 When a signal can be passed at danger or an EoA passed without an MA

1.1 Signaller's authority

All references in this module to 'pilotman' have been changed to 'pilot'.

1.2 Driver getting authority
All references in this module to 'pilotman' have been changed to 'pilot'.

2 Signaller's precautions before authorising the movement

2.3 Setting the route correctly where there is a lever frame
This section has been changed to say that a signaller can rely on being told that a facing point lock is correctly engaged. This has not been correctly shown in previous issues.

3 Authorising the movement

3.1 Instructions from the signaller
All references in this module to 'pilotman' have been changed to 'pilot'.

3.2 Instructions through a pilotman or handsignaller
All references in this module to 'pilotman' have been changed to 'pilot', and the title of this section has been changed.

3.4 Dealing with TPWS
All references in this module to 'pilotman' have been changed to 'pilot'.

4 During the movement

4.2 Train speed
All references in this module to 'pilotman' have been changed to 'pilot'.

4.6 Ground position-light signals
This section has been changed to state that it also applies to semaphore shunting signals and the title has been changed. The wording has been changed to be consistent with other references in the Rule Book.

8 Passing a signal at danger controlled from a signal box that is closed

8.1 Preconditions
This section has been changed to make it clear that the instructions in section 8 only apply to a signal box on an absolute block line.

8.3 During the movement
This section has been changed to state that the instruction applies to any type of level crossing.

9 Driver passing a signal at danger or an EoA without authority

9.3 Signaller's actions

This section has been changed as the instructions only apply to an ERTMS trip caused by passing an end of authority without a movement authority.

Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities.

KEY CHANGES

The instructions in section 8.3 will now apply only to ERTMS trips that have not been caused by an end of authority being passed without a movement authority, as ERTMS trips can be caused by a variety of reasons.

A new section 7.4 has been introduced concerning a report from a driver that a signal is difficult to see because of trees, foliage or other obstructions. The signaller must tell the driver of the next approaching train and ask that driver to report whether the signal is difficult to see, and if so which aspects or indications, and whether any junction or route indicator is affected. If that driver reports that the signal is not difficult to see, trains can be signalled normally, If the driver reports that the signal is difficult to see, it must be treated as a defective signal that is not showing a correct aspect or indication, and trains must only be allowed to approach the signal as shown in regulation 7.1 or 8.1 of module TS11 *Failure of, or work on, signalling equipment - signallers' regulations*. If the signal is a junction signal, the forward route must also be set. This method of working must continue until a signalling technician advises that normal working can be resumed.

DETAIL OF CHANGES

Section headings in bold relate to issue 5 of module S7.

6 Train protection and warning system (TPWS)

6.5 TPWS operation other than a SPAD

The title of form RT3188 has been changed as this will also be used to record ERTMS trips that are not caused by a train exceeding its end of authority.

7 Reporting signalling failures and irregularities

7.4 Signals difficult to see because of trees, foliage or other obstructions

This is a new section to provide instructions on dealing with this situation.

7.4 Signals, lineside boards or signs becoming difficult to see because of trees, foliage or other obstructions

As a result of the introduction of the new section 7.4, this section has been renumbered 7.5.

7.5 Shunting movements
As a result of the introduction of the new section 7.4, this section has been renumbered 7.6.

7.6 ERTMS failures or irregularities
As a result of the introduction of the new section 7.4, this section has been renumbered 7.7.

7.7 Reporting a signal/AWS/ERTMS/TPWS failure or irregularity
As a result of the introduction of the new section 7.4, this section has been renumbered 7.8.

8 ERTMS failures or irregularities

8.3 Train receiving a trip
This section has been changed to expand the instructions and to explain that if the trip has been caused by a train passing its end of authority without a movement authority, the instructions in module S5 *Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)* will apply.

Module SS1 Station duties and train dispatch

KEY CHANGES

The instructions concerning blocking a line in order to retrieve items which have fallen onto the line can also be applied to using equipment such as grabbers without going on the line, as a similar need to block the line is necessary for the safety of the person using the equipment.

Changes have been made to sections 2.5 and 3.1 to include the alternative arrangements that apply on an ERTMS line.

As a question had been raised, the circumstances in which it may be necessary to use an alternative method of dispatching a DO train from an unstaffed platform now includes defective on-train cameras or monitors.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of module SS1.

2 Safety at station platforms

2.3 Items falling onto the line

The wording has been changed to allow these instructions to be carried out when equipment such as grabbers is used to recover the item without anyone going onto the line.

2.5 Moving a train before station work is completed

This section has been changed to include the equivalent instruction that applies to an ERTMS line.

3 Train dispatch

3.1 Checking the platform starting signal

The title has been changed to include the alternative already included in the wording that applies on an ERTMS line.

3.8 Dispatching a DO train from an unstaffed platform

The wording has been changed to include defective on-train cameras or monitors as a reason why alternative arrangements may have to be adopted.

Module SS2 Shunting

KEY CHANGES

The practice of 'pushing through' trailing points is a long established one, but on occasions can result in damage to the infrastructure. This now has the potential for more significant consequences as a result of the widespread introduction of more robust point mechanisms that are not designed to be 'pushed through'.

A new requirement has been introduced into section 4.2 to check that both facing and trailing hand-points are in the correct position before a shunting movement commences, which will prevent any movement 'pushing through' trailing points.

This amendment was published in the June 2021 *Periodical Operating Notice*.

This was further amended and published in the September 2021 *Periodical Operating Notice* to state that the practice can continue where local instructions specifically allow trailing points to be pushed through. These local instructions can be issued if it has been confirmed by the responsible operator that some or all trailing points at a particular location are of this type.

Section 9.4 has been changed so that the provision of a red or white light on the rear of vehicles or traction units left on dead-end lines can be exempted by train operating company instructions as a result of the vehicles or traction units being sufficiently visible without. This would depend on the lighting conditions at the location concerned being sufficiently good.

The competency of safe work leader (SWL) is no longer a recognised one. All reference to a safe work leader have been removed from this module.

DETAIL OF CHANGES

Section headings in bold relate to issue 5 of module SS2.

4 Precautions before shunting

4.2 Safety checks before making any movement

This section has been amended to require a check of the position of all points a movement will go over before making any movement, except where local instructions specifically allow trailing hand points to be pushed through.

9 When shunting is completed

9.4 Leaving vehicles or traction units on a dead-end line

This section has been changed to say that the display of a red or white light on the rear of vehicles or traction units left on dead-end lines can be exempted by train operating company instructions if they will be sufficiently visible without.

10 Additional instructions for shunting within a possession

10.2 Before giving a signal to move

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

Module TS1 General signalling regulations

KEY CHANGES

Regulations 3.5, 10.2 and 13.2 have been changed to include references to the equivalent situations on ERTMS lines so that both regulations deal more completely with the requirements for an ERTMS line.

All on-track machines that are now in use can be relied upon to operate track circuits. This module has been changed to remove all reference to on-track machines that cannot be relied upon to do so.

If an on-track machine has a defective track circuit actuator (TCA) the instructions in module TW5 *Preparation and movement of trains: Defective or isolated vehicles and on-train equipment* must be applied.

The instructions in regulation 13.1 have been extended to include removal of an item by the use of retrieval equipment, without anyone going on or near the line. The requirement to block an adjacent line is not necessary if an item is to be retrieved without anyone going onto a platform line. The term 'Network Rail' replaced by 'infrastructure manager' in the interests of completeness.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this module.

Reference has been added to a disconnection, TCOD or EPR being used at a signal in relation to the site of work in anticipation of this method of working being introduced.

It has been pointed out that when possession is taken of part of a siding, a sleeper may not always be readily available to use as part of the protection, and may not be easily handled. The wording of regulation 13.4 has been changed to allow a derailer to be used as a more manageable alternative, and also to say that either a sleeper or derailer is only required when there is a particular need to prevent any movements onto the part of the siding under possession. This applies if the part of the siding is unsafe for any movements, the nature of the work being carried out would make it unsafe for any movements, or anyone will be working on or near that part of the siding.

Regulation 15.6 has been changed to provide a fuller set of instructions on dealing with trains subject to route restrictions with a reporting number in the form '-Q--'. Before signalling such a train over a running line or route that is different from that planned, a signaller must find out from the driver whether the restrictions on that train's movement allow the train to operate over that alternative route.

The instructions in regulation 17.1.3 concerning a report of one broken fishplate have been changed, as they were found to be different from the instructions being worked to by track engineers. If a report is received of one broken fishplate from a rail defect examiner (RDE), a rail defect nominee (RDN) or someone carrying out a basic visual inspection, trains can be allowed to pass as long as each train is stopped, and the driver instructed not to pass over the fishplate at more than 20 mph (30 km/h). This must continue until the fishplate is repaired, an RDE or competent engineer authorise a higher speed, or an emergency speed restriction has been imposed. Trains may be allowed to run normally over any adjacent line.

If an RDN has reported the defect, or an RDN arrives at site before any authorisation is received from a competent engineer or an RDE, the RDN will examine the fishplate fixings to make sure they are secure, and will tell the signaller what has been found. The RDN will then remain on site to observe the defect and make sure it does not worsen. If the defect does worsen, for example the other fishplate of the pair breaks, the RDN will tell the signaller, who must stop the movement of trains until the RDN tells the signaller that trains can be allowed to pass as shown for a defective rail or pair of fishplates in regulation 17.1.2.

DETAIL OF CHANGES

Section headings in bold relate to issue 16 of module TS1.

3 Signal box equipment

3.5 Using reminder appliances

3.5.1 On a signalling control

This regulation has been changed to include an additional reference to a route setting position so that it deals more completely with the situation on an ERTMS line.

3.5.2 On an override switch

This regulation has been changed to include an additional reference to a route setting position so that it deals more completely with the situation on an ERTMS line.

10 Train movements

10.2 Propelling movements

Reference has been added to the corresponding situation on an ERTMS line in the interests of completeness.

12 Dealing with trains that cannot be relied upon to operate track circuits

12.1 When this general signalling regulation must be used
Reference to an on-track machine that cannot be relied upon to operate track circuits has been removed.

13 Safety of personnel

13.1 Personnel asking for trains to be stopped

13.1.1 When this regulation must be used
This regulation has been changed as it can now also be used to include removal of an item by the use of retrieval equipment. The term 'Network Rail' has been replaced by 'infrastructure manager' in the interests of completeness.

13.1.1 When this regulation must be used
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL).

13.1.2 Reaching a clear understanding
This regulation has been changed as it can now also be used to include removal of an item by the use of retrieval equipment from the platform, in which case it is not necessary to block an adjacent line.

13.2 COSS, IWA, PC or SWL blocking a line
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL), including the title.

13.2.4 Additional protection
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL).

13.2.4 Additional protection
A reference has been included to placing additional protection on the approach to the site of work.

An explanation has been included of the purposes served by a staff or token as a method of additional protection.

Reference has been added to the corresponding situation on an ERTMS line in the interests of completeness.

13.2.4 Additional protection
A reference has been included to placing additional protection on the approach to the site of work.

13.2.4 Additional protection
Reference has been added to the corresponding situation on an ERTMS line in the interests of completeness.

13.2.5 Granting authority to work
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL).

13.2.7 Completing or suspending the line blockage
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL).

13.2.9 If the line blockage is to be resumed
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL).

13.4 Taking possession of sidings

13.4.4 Possession of part of one siding
This regulation has been changed to include the use of a derailer and to explain when the additional protection is necessary.

13.7 Crossing the line procedure
This regulation has been changed to remove reference to the obsolete competency of safe work leader (SWL).

15 Out-of-gauge trains and trains that have route restrictions

15.6 Signalling a train that has route restrictions
This regulation has been changed to include more detail on dealing with these trains.

17 Broken rails and bridge strikes

17.1 Broken, distorted or damaged rails or broken fishplates

17.1.3 Report of only one broken fishplate
This regulation has been changed so that it is consistent with track engineering instructions.

Module TS2 Track circuit block regulations

KEY CHANGES

Track circuit block regulation 3.3 provides the instructions for signallers to manage permissive movements with clear instructions that relate to manual lever frames, VDU systems and/or NX panel signalling locations. The instructions do not take into account the requirements at locations supplied with automatic route setting (ARS) or automated route setting signalling systems. New wording has been included that takes into account the different role of a signaller in these circumstances, when the equipment will carry out some of the requirements automatically.

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this, the term 'pilotman' is being changed to 'pilot' throughout the Rule Book. All references in this module have been changed. As there may be a lapse of time before all corresponding changes can be made, it should be noted that the former term 'pilotman' might still be used, but is to be taken as having the same meaning as 'pilot'. These changes were first published in the December 2022 Periodical Operating Notice

DETAIL OF CHANGES

Section headings in bold relate to issue 5 of module TS2.

3 Method of signalling

3.3.4 Additional regulations for permissive working on platform lines

This regulation has been changed to explain that the signalling equipment in some locations can determine whether there is sufficient room to accommodate a train, or prevent two trains being allowed to move within the same signal section.

9 Signalling trains during single line working

9.1 Allowing trains to enter the single line in the right direction

The reference to 'pilotman' has been changed to 'pilot'.

Module TS11 Failure of, or work on, signalling equipment, signaller's regulations

KEY CHANGES

Following an incident in which work being carried out by signal engineering staff outside the limits of a possession had the effect of disconnecting equipment, a new requirement has been introduced to include on form RT3187 details of work where the person in charge is not located within the limits of the possession.

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this, the term 'pilotman' is being changed to 'pilot' throughout the Rule Book. All references in this module have been changed. As there may be a lapse of time before all corresponding changes can be made, it should be noted that the former term 'pilotman' might still be used, but is to be taken as having the same meaning as 'pilot'. These changes were previously published in the December 2022 Periodical Operating Notice.

DETAIL OF CHANGES

Section headings in bold relate to issue 5 of module TS11.

6 Failure of, or work on signalling equipment when the line is under possession

A new regulation 6.5 has been included to introduce a requirement to include on form RT3187 details of work being carried out by a person in charge located outside the limits of the possession.

15 When a train or vehicle fails to occupy track circuits

All references in this regulation to 'pilotman' have been changed to 'pilot'.

16 Track circuit showing occupied when clear

All references in this regulation to 'pilotman' have been changed to 'pilot'.

Module TW1 Preparation and movement of trains

KEY CHANGES

The most recent amendment to section 1 extended the application of the rules to situations in which the speed of the train had been reduced by an unsolicited brake application, as well as having been brought to a stand. ERTMS is designed to intervene to reduce the speed of the train if an overspeed of more than 5 mph is detected. This is a normal function of train protection systems and it is not necessary to report this to the signaller. The wording of this section has been changed to revert to the previous situation in which the rules only apply if a train has been stopped, and to remove the reference to train protection systems 'intervening'. This change was previously published in the December 2022 Periodical Operating Notice.

The existing instructions concerning conductor drivers and use of train radio equipment have been changed so that they apply more appropriately to operation on an ERTMS line.

For trains fitted with manual sanding devices, the Operation and Traffic Management National Technical Specification Notice (OPE NTSN) requires drivers to avoid, wherever possible, applying sand in situations where this could lead to a build-up of sand either resulting in the points failing to operate correctly, or of a loss of train detection indications. A new section 30 has been introduced which explains that this should be avoided except when it is necessary to do so. This also allows automatic sanding apparatus to be isolated in the same situations, if the train operating company has issued instructions to allow this to be done.

The question has been raised about the need to display a red light on the rear of vehicles stabled on a dead-end platform line where there is a red light on the buffer stops. This has only been referred to in module SS2 *Shunting*, but is also relevant to train movements. A new section has been added to the existing section 36 which states that a red light is normally necessary, but this can be exempted by train operating company instructions as a result of the vehicles or traction units being sufficiently visible without. This would depend on the lighting conditions at the location concerned being sufficiently good.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this module.

In addition, the instructions relating to train radio equipment have been updated to include the use of a competent person as a mitigation measure in case of train radio failure in the leading cab. The rules now include the actions of a competent person. The competent person's only task will be to initiate and receive railway emergency group calls (RECs). They will be positioned in a non-leading cab with a working GSM-R radio and stop the train in an emergency. The use of a competent person as mitigation for GSM-R radio failure in the leading cab is subject to the driver and competent person having access to direct means of communication between cabs (cab-to-cab communication).The instructions to the signaller during a REC have also been updated.

DETAIL OF CHANGES
Section headings in bold relate to issue 18 of module TW1.

1 Abnormal brake applications

This section was changed to include both a train being brought to a stand, or its speed reduced, by a brake application which the driver did not make. It has now been further changed, as it was only intended to apply when a train had in fact been stopped.

This change was previously published in the March 2023 Periodical Operating Notice.

29 Route and traction knowledge requirements

29.1 Driver's responsibilities

This section has been changed to describe better how these instructions apply on an ERTMS line.

30 Sanding equipment

This is a new section describing where the use of sanding equipment should be avoided unless it is necessary.

As a result of introducing this section, the previous sections 30 to 47 have been renumbered 31 to 48.

30 Sidings and goods lines

As a result of introducing a new section 30, this section has been renumbered 31.

31 Single line working

As a result of introducing a new section 30, these sections has been renumbered 32, 32.1 and 32.2.

32 Single lines worked with a token, or with or without a train staff

As a result of introducing a new section 30, these sections have been renumbered 33 and 33.1 to 33.4.

33 Snow conditions

As a result of introducing a new section 30, this section has been renumbered 34.

34 Starting a train

As a result of introducing a new section 30, these sections have been renumbered 35, 35.1 and 35.2.

35 Stopping a train at a station where the train is booked to stop

As a result of introducing a new section 30, this section has been renumbered 36.

36 Stopping or stabling a train

As a result of introducing a new section 30, these sections have been renumbered 37 and 37.1 to 37.3.

36.2 Traction unit left unattended

This section has been changed to include a new instruction concerning the display of a red light on the rear of a traction unit left on a dead-end platform line, unless exempted by train operating company instructions as a result of the traction unit being sufficiently visible without.

As a result of the introduction of a new section 30, this section has been renumbered 37.2.

37 Stopping short of, or overrunning a platform

As a result of introducing a new section 30, these sections have been renumbered 38, 38.1 and 38.2.

38 Train in distress

As a result of introducing a new section 30, this section has been renumbered 39.

39 Train radio equipment

As a result of introducing a new section 30, these sections have been renumbered 40 and 40.1 to 40.6.

39.1 Using the train radio safely

This section has been changed to say how the train radio is used on an ERTMS line in situations that correspond to those where it is used on a line with conventional signalling.

As a result of introducing a new section 30, this section has been renumbered 40.1.

39.6 Railway emergency group call (REC)

This section has been changed to update the instructions to signallers and include that they may also receive confirmation of receipt of a REC from a competent person.

As a result of introducing a new section 30, this section has been renumbered 40.6.

40.7 Duties of the competent person

New section. This section has been created to include the actions of those acting as competent persons in case a REC is received or the driver instructs them to initiate one.

40 Train requiring to stop in section

As a result of introducing a new section 30, these sections have been renumbered 41 and 41.1 to 41.3.

41 Train stopped out of course or unable to make normal progress

As a result of introducing a new section 30, these sections have been renumbered 42, 42,1 and 42.2.

42 Traincrew being relieved

As a result of introducing a new section 30, this section has been renumbered 43.

43 Trains put in danger

As a result of introducing a new section 30, these sections have been renumbered 44 and 44.1 to 44.4.

44 Trespassers

As a result of introducing a new section 30, these sections have been renumbered 45 and 45.1 to 45.3.

45 Vehicles labelled for repair or with a NOT TO BE MOVED board attached

As a result of introducing a new section 30, these sections have been renumbered 46, 46.1 and 46.2.

46 Warning horn

As a result of introducing a new section 30, these sections have been renumbered 47 and 47.1 to 47.3.

47 Working on the outside of a train

As a result of introducing a new section 30, this section has been renumbered 48.

Reference to the obsolete competency of safe work leader (SWL) has been removed.

Module TW4 Preparation and working of freight trains

KEY CHANGES

The 2023 RID regulations include a change to the definition of high-consequence dangerous goods so far as class 5.1 is concerned, which has been included in a revised table. This change was previously published in the March 2023 Periodical Operating Notice.

The list of UN numbers not always requiring warning placards in section 9.8 has been changed to include UN numbers 2908 to 2911.

A question has been raised whether the removal of the previous instruction concerning the carriage of dangerous goods in a wagon with an isolated brake was made sufficiently clear. Section 9.5 has been changed to explain that these wagons can be conveyed, as long as the marshalling requirements for wagons with isolated brakes shown in section 2.6 are carried out.

Difficulties have been encountered in the movement of empty coaching stock to which conditions of travel are imposed which can only be applied by signallers. The train should correctly be allocated a train identity of 3X-- or 5X-- and dealt with as shown in GERT8000-TS1 regulation 15. Section 6.5 of GERT8000-TW4 did not permit the operation of ECS trains under these conditions. This section has been changed to include the operation of ECS trains dealt with in the same way as trains conveying exceptional loads.

DETAIL OF CHANGES

Section headings in bold relate to issue 1 of module TW4.

6 Coaching stock vehicles in freight trains

6.5 Moving coaching stock vehicles on freight trains

This section has been changed to include the situation of an empty coaching stock train that must be treated in the same way as a train carrying an exceptional load.

9 Dangerous goods

9.4 High-consequence dangerous goods

The table has been changed to include a revised definition of when class 5.1 dangerous goods must be treated as high-consequence dangerous goods.

9.5 Restrictions on where dangerous goods can be marshalled in a train

This section has been changed to make it clear that dangerous goods can be conveyed in a wagon with isolated brakes, as long as the normal marshalling restrictions for a wagon in this state are carried out.

9.8 Warning placards

There is a new list of UN numbers that do not always require a placard.

Module TW5 Preparation and movement of trains: Defective or isolated vehicles and on-train equipment

KEY CHANGE

This section has been changed to include the use of a competent person as a new mitigation measure against GSM-R radio failure in the leading cab. The changes are an alternative and will not replace other existing operational mitigations currently in place. When equipment that can be collected within the existing limits (75 miles) is available, this should be done rather than relying on a competent person.

The competent person's only task will be to initiate and receive railway emergency group calls (RECs). They will be positioned in a non-leading cab with a working GSM-R radio and stop the train in an emergency. The use of a competent person as mitigation for GSM-R radio failure in the leading cab is subject to the driver and competent person having access to direct means of communication between cabs (cab-to-cab communication).

DETAIL OF CHANGES

Section headings in bold relate to issue 11 of module TW5.

25 Train radio equipment

25.2 Starting a journey from somewhere other than a maintenance depot

This section has been changed to include the use of a competent person as an additional mitigation measure against GSM-R radio failure in the leading cab.

25.3 During a journey

This section has been changed to include the use of a competent person as an additional mitigation measure against GSM-R radio failure in the leading cab.

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