

Changes to National Operations Publications for February 2010

GE/RT8001

Issue 24

February 2010

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Changes to National Operations Publications for February 2010

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Part A

A1 Introduction

This document contains new and previously published amendments to National Operations Publications, which are considered too urgent to await a complete reissue of the document concerned. Changes to the Rule Book modules may be published in the Amendments Module if the changes do not justify the complete reissue of a module.

A2 Scope

This document is primarily used to publish minor changes to National Operations Publications. However, it may also be used to publish material changes that have already been consulted on but do not justify the reissue of a Rule Book module.

A3 Implementation

The publication date of this document is **06 February 2010**.

The changes to the publications listed within this document in Part C come into force on **06 February 2010**.

A4 Technical content

The technical content of this document has been approved by:

Steve Roberts, Principal, Operations, RSSB

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A5 Definitions

Amendments module

A module, reissued every June and December, containing those amendments previously published in the Periodical Operating Notice (PON). It will also contain amendments published for the first time and those amendments that do not justify reissue of the module concerned.

Material change

Where Railway Group Members are required by a Group Standard to do something physically different.

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Minor change

A Minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety; or
- Changes to operational documents affecting only one Railway Group Member, provided that the Railway Group Member consents to those changes.

National Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent changes. These include:

- Modular Rule Book GE/RT8000
- Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods GO/RM3053
- Working Manual for Rail Staff: Freight Train Operations GO/RM3056

Periodical Operating Notice

An official document for publishing details of changes to National Operations Publications and local operational publications to the railway industry. This is often referred to as the PON.

Part B Changes since previous issue

This table shows the changes to part C of this document since the previous issue was published on **05 December 2009**.

Amendment No	Publication and section	Reason
No amendments from GE/RT8001 have been superseded / published since the previous issue.		

This table shows the changes to part D of this document since the previous issue was published on **05 December 2009**.

Amendment No	Publication and section	Reason
09/09	Page 16 of module TW1	Tables of classification have been updated.
10/09	Page 14 of module TS1	Tables of classification have been updated.
11/09	Page F12 4.1.9, 4.2.5 and page F16 (c) of GO/RT3053/F.	The move of the Network Rail National Operations Centre to Milton Keynes.

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Part C New Amendments to National Operations Publications

C1 GE/RT8000 Modular Rule Book

There are no amendments for February 2010.

C2 GO/RM3053 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods, issue 2

There are no amendments for February 2010.

C3 GO/RM3056 Working Manual for Rail Staff: Freight Train Operations, issue 2

There are no amendments for February 2010.

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Part D Previous Amendments to National Operations Publications

D1 GE/RT8000 Modular Rule Book

Amendment No. 09/09 (December 2009)

Rule Book module TW1 Preparation and movement of trains: General, issue 8

Key change

Tables of classification on **page 16 of module TW1** and section 2.1 on page 14 of module TS1 have been updated. This has been developed to amend the reference to 'class 373 train' to now include other passenger trains if specially authorised.

Table of classification

Description	Classification
Express passenger train Nominated postal or parcels train Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99) Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)	1
Class 373 train or other passenger train if specially authorised	9
Ordinary passenger train Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01)	2
Freight train which can run at more than 75 mph A parcels train Autumn-railhead treatment train Empty coaching stock train if specially authorised	3
Freight train which can run up to 75 mph	4
Empty coaching stock train	5
Freight train which can run up to 60 mph	6
Freight train which can run up to 45 mph	7
Freight train which can run at, or is timed to run at, 35 mph or less	8
Light locomotive or locomotives	0

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D1 GE/RT8000 Modular Rule Book continued

Amendment No. 10/09 (December 2009)

Rule Book module TS1 General signalling regulations, issue 5

Key change

Tables of classification on page 16 of module TW1 and section 2.1 on **page 14 of module TS1** have been updated. This has been developed to amend the reference to 'class 373 train' to now include other passenger trains if specially authorised.

Module or regulation	Description	Bell code
	Call attention	1
AB TCB ETB	Is line clear for (description of train in TCB system):	
	Class 1 train	4
	Class 2 train	3-1
	Class 3 train	1-3-1
	Class 4 train	3-1-1
	Class 5 train	2-2-1
	Class 6 train	5
	Class 7 train	4-1
	Class 8 train	3-2
	Class 9 passenger (Class 373 or other passenger train if specially authorised)	1-4
	Class 9 empty coaching stock (Class 373 train)	1-4-1
	Class 0 locomotive or locomotives	2-3

Amendment No 06/08 (June 2008)

Rule Book module GSM-R Global system for mobile communications – railway (GSM-R), issue 1

Explanation of change

This module contains amendments to other modules which apply only where GSM-R radio is in use. At present there is an amendment to section 10.4 of module TW1 of the Rule Book, which is reissued from June 2008. As a result of this reissue, section 10.4 is completely amended and the entry in module GSM-R is no longer necessary and can be deleted.

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Note: Rule Book module GE/RT8000/GSM-R contains extracts of rules from Rule Book modules G1, G2, M1, S4, T6, and TW5 with additional requirements on the operation of Global System for Mobile Communications – Railways (GSM-R). These rules are specifically for use during the GSM-R trial in Strathclyde **and on the LNW route.**

Part F: Amends Module TW1: Preparation of movement and trains: General

Delete amendment to section 10.4, Driving a traction unit from other than the leading driving cab.

Note: The amendments in module GSM-R to sections 3.3 and 3.4 of TW1 remain in force.

Amendment No. 10/07 (October 2007)

Rule Book module GSM-R Global system for mobile communications – railway (GSM-R), issue 1

Explanation of change

Since this module was printed in October 2006, issue 2 of module S4 Trains or shunting movements detained, or vehicles left, on running lines has been introduced and this includes reference to GSM-R radio. Consequently there is no longer any need for module GSM-R to change the requirements of module S4.

Note: Rule Book module GE/RT8000/GSM-R contains extracts of rules from Rule Book modules G1, G2, M1, S4, T6 and TW5 with additional requirements on the operation of Global System for Mobile Communications – Railways (GSM-R). These rules are specifically for use during the GSM-R trial in Strathclyde **and on the LNW route.**

Part D: Amends Module S4: Trains or shunting movements detained, or vehicles left, on running lines

Delete all of Part D.

Amendment No 05/08 (June 2008)

Rule Book module TW6 Working single lines with or without a train staff or token, issue 2

Explanation of change

The front cover of issue 2 of module TW6, issued in April 2008, incorrectly shows that the module comes into force on 07 December 2008. The correct in force date, of 07 June 2008, is shown on the issue record table on the inside cover.

The details at the bottom left hand corner on the front cover of module TW6 issue 2 has been amended to read as follows:

Issue 2

April 2008

Comes into force 07 June 2008

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D2 GO/RM3053 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods, issue 2

Amendment No. 11/09 (December 2009)

GO/RT3053/F Working Manual for Rail Staff – Handling and Carriage of Dangerous Goods – Section F Fires and Incidents Involving Dangerous Goods, issue 3

Key change

The below changes are as a result of the move of the Network Rail National Operations Centre to Milton Keynes, the following amendments are necessary to GO/RT3053/F.

Page F12

4.1.9 Other Actions – *amend the second bullet point to read:-*

- fax copies of these forms to the Network Rail National Operations Centre on 085-65591 (ETD) or 01908-723591 (STD)

Page F14

4.2.5 Other Actions – *amend the second bullet point to read:-*

- fax copies of these forms to the Network Rail National Operations Centre on 085-65591 (ETD) or 01908-723591 (STD)

Page F16

(c) advise Details to Other Control(s) – *amend the second bullet point to read:-*

- Network Rail National Operations Centre
 - by telephone on 085-65644 (ETD) or 01908-723644 (STD)
 - by fax on 085-65591 (ETD) or 01908-723591 (STD)

Amendment No. 06/09 (February 2009)

GO/RT3053/E, Section E, Hazard identification, issue 2

Explanation of change

The additional section 1.3(c) is to show how containers that are placarded for carriage by sea will appear if the movement to or from the port is by rail.

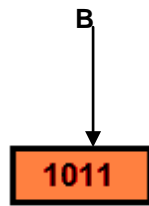
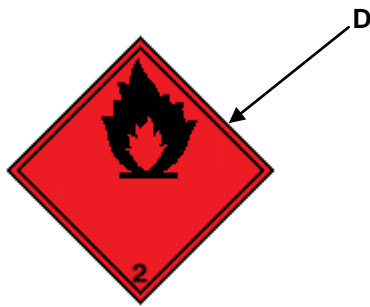
(c) Traffic involving Carriage by Sea

For carriage by sea, the IMDG Code requires that bulk containers and tank containers carrying dangerous goods must display proper shipping names, UN numbers and hazard diamond placards. Some other containers may also display this information.

For carriage by rail before or after a sea journey, this method of identifying dangerous goods is permitted as an alternative to that shown in Section E1.3(a) and (b).

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Example: -



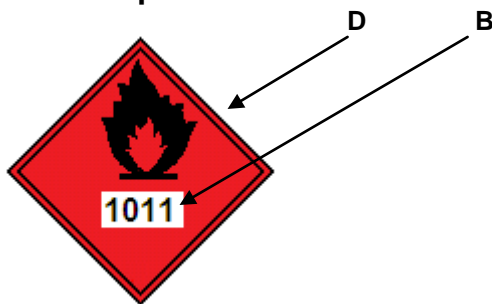
Key

- B United Nations Number (UN No.)
- D Hazard Diamond
- H Proper Shipping Name

BUTANE ← H

Or

Example: -



BUTANE ← H

Amendment No. 07/09 (February 2009) GO/RT3053/E, Section E, Hazard identification, issue 2

Explanation of change

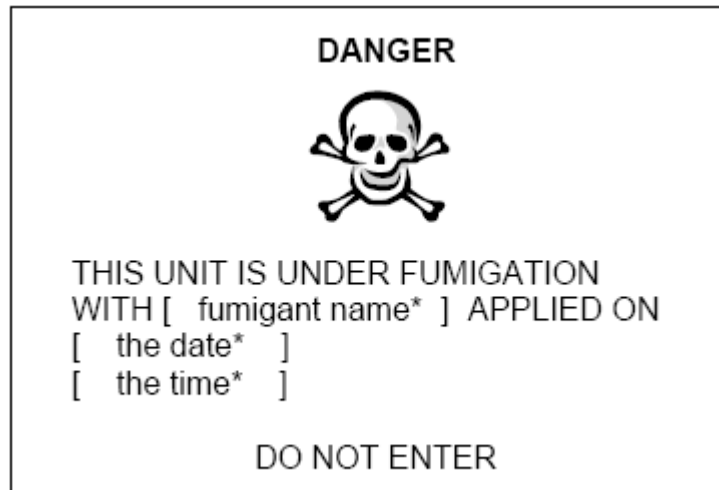
The revised text for section 1.10 is to make it clear that containers that have been fumigated MUST NOT have Class 9 placards fixed to them.

Section E1.10 has been amended to read as follows:

1.10 Fumigated units

Wagons and containers which have been fumigated and which must still be fully ventilated before people can be allowed to enter them, are allocated UN 3359 and are required to carry the fumigation warning sign at all points of entry: -

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* Insert details as appropriate

Wagons and containers carrying this label must not have Class 9 placards fixed to them unless they are loaded with Class 9 goods.

Amendment No. 08/08 (December 2008)

GO/RT3053/B, Section B, Package labels and wagon/container placards, issue 2

Explanation of change

The reference in B1, 1.1, Placards, is incorrect and should refer to section B2

Section 1.1 has been amended to read as follows:

1.1 General Requirements

Labels

Packages must display hazard warning labels according to the types of dangerous goods they contain.

Placards

Wagons and containers must display hazard warning placards according to the types of dangerous goods in packages they contain, including mixed loads (UN 8989), in accordance with Section B2 of this manual.

Note

The sender is responsible for affixing these labels and placards

Note

For tank wagons, tank containers and bulk - See Section E1.2 of this manual

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D3 GO/RM3056 Working Manual for Rail Staff: Freight Train Operations, issue 2

Amendment No. 12/07 (October 2007)

GO/RT3056/J, Section J, Freight train operations – Intermodal traffic, issue 2

Explanation of change

The load unit carrying vehicles that this clause originally applied to have been withdrawn and replaced by other types of vehicle. The maintenance regimes for load unit carrying vehicles have also changed. The clause J6.2 is no longer necessary.

J6.2, (Part of Section J6 Train operation)

Delete the whole clause

Amendment No 10/06 (February 2006)

GO/RT3056/E, Section E, Movement of freight trains, issue 2

Explanation of change

Clause E5.2 (a) has been amended to say that, as part of the enhanced air brake continuity test the train preparer only needs to check the application and release of the brakes on the first vehicle next to the locomotive, instead of the first three.

Section E5.2 has been amended to read as follows:

E5 Special brake testing instructions using the enhanced air brake continuity test

E5.2 On the first occasion a locomotive is attached to a train an enhanced air brake continuity test must be carried out, as follows:

- (a) after the normal brake continuity test has been carried out, the person responsible for train preparation must advise the driver that an additional brake continuity test is required, in order to check the application and release of the brakes on the first vehicle next to the locomotive
- (b) the driver must be instructed to make an emergency brake application. When the person responsible for train preparation is satisfied that the brakes have applied, he must instruct the driver to raise the brake pipe pressure. He must then observe that the brakes release. The driver must overcharge the brake pipe when continuity has been proved
- (c) the person responsible for train preparation must then complete and sign an enhanced air brake continuity test slip and hand it to the driver. The slip must be countersigned by the driver and handed to any relieving driver who must also countersign it.

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D3 GO/RM3056 Working Manual for Rail Staff: Freight Train Operations, issue 2 continued

Amendment No 02/04 (April 2004)

GO/RT3056/C, Section C, Principles of safe freight train operations, issue 2

Explanation of change

Software modifications to enable TOPS to calculate freight train lengths in metres and to include the length of the locomotive(s) and any brake vans have not yet been completed. It is therefore necessary to continue with the method of calculation presently in use.

Section C1.2 has been amended to read as follows:

C1.2 Length

The train length, excluding that of the locomotive and brake van, expressed in metres or SLUs, must not exceed the length limit for any part of the line. Assisting locomotives are to be assessed as 20 metres or 3 SLUs. The length limits for lines, or portions of lines, are published by Network Rail. A chart is included in Table A of this Working Manual, for conversion of SLUs, feet and metres.

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Part E Amendments summary

GE/RT8000 Modular Rule Book.

Module and section amended	Number	Published
TW1 issue 8, page 16 - tables of classification	09/09	Dec 2009
TS1 issue 5, page 14 - tables of classification	10/09	Dec 2009
GSM-R issue 1. Part F: Amends module TW1	06/08	Jun 2008
GSM-R issue 1. Part D: Amends module S4	10/07	Oct 2007
TW6 issue 2, front cover	05/08	Jun 2008

GO/RM3053 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods, issue 2.

Section amended	Number	Published
GO/RT3053/F issue 3, page F12 4.1.9, 4.2.5 and page F16 (c)	11/09	Dec 2009
GO/RT3053/E issue 2, Section 1.3 c Traffic involving carriage by sea	06/09	Feb 2009
GO/RT3053/E issue 2, Section 1.10 Fumigated units	07/09	Feb 2009
GO/RT3053/B issue 2, Section 1.1 General requirements	08/08	Dec 2008

GO/RM3056 Working Manual for Rail Staff: Freight Train Operations, issue 2.

Section amended	Number	Published
GO/RT3056/J issue 1, Section J, 6.2	12/07	Oct 2007
GO/RT3056/E issue 2, Section E5, Special brake testing instructions using the enhanced air brake continuity test	10/06	Feb 2006
GO/RT3056/C issue 2, Section C, 1.2 Length	02/04	Apr 2004