

Rule Book Index and Glossary

Rule Book Index and Glossary

covering all modules

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Introduction

Index entries

Page 2 to 67

The entries in this index give references to module/section(s) in this form:

TW8/4 means module TW8 section 4.

AC1/part A/3.3 means module AC1 part A section 3.3.

Where the reference is to a module that is completely or largely devoted to the subject, that reference is in italics and contains the word 'module' with no section details.

Entries have been listed under the most important subject headings, which are arranged alphabetically. To find a particular entry, it may be necessary to search under the 'parent' subject. For example, 'broken wires' is found under 'AC electrified lines' rather than as an entry in its own right under 'B'.

Most entries use the words that appear in the headings to the sections of the modules.

Glossary

Page 68 to 82

Appendix 1

Rule Book Forms

Page 83

Appendix 2

Metric measurement conversion table

Page 84

A

ABCL and AOCL (automatic locally monitored crossings)

TS9/2, TW8/4

absolute block line

protection of activities not affecting the safety of the line
T12/5.3

absolute block regulations

module TS3

allowing assisting train into section TS3/7

closing signal boxes TS3/10

definitions TS3/1

examining the line TS1/20

method of signalling TS3/3

obstruction of the line TS3/4

opening signal boxes TS3/10

out-of-gauge loads TS1/22

principle TS3/2

single line working TS3/9

SPAD TS3/5 part A

stop and examine train TS1/19

train an unusually long time in section TS1/21

train divided TS3/5 part C

train proceeding without authority TS3/5 part A

train without a tail lamp TS3/6

absolute block section

definition - absolute block regulations TS3/1.2

accidents

bodies on line M5/4

calling emergency services G1/8, 7

collisions M5/3.2

definitions M1/1

derailments M5/3.1
emergency equipment G1/8.3
emergency protection M1/4
evacuating the train G1/8.4
evacuation in emergency M1/7.1
evacuation on controlled basis M1/7.2
fire G1/9.1
immediate action M1/2
immediate actions G1/8.1
managing module M5
media M5/1
obstructions on line M5/3.3
passengers falling from locomotive-hauled train TW3/8.3
passengers falling from multiple-unit trains TW2/part A/5.3
preserving evidence at a serious accident G1/8.6
private sidings M5/3.4
public address system G1/8.2
reporting an accident G1/8.7
signaller providing protection M1/3
train stopped by module M1
witnesses' welfare M5/5

accidents and incidents

bridge strikes TS1/17.2
dangerous goods incident TS1/16.2, 16.4
fishplates broken TS1/17.1
irradiated fuel flasks TS1/16.4
Operations Control to be told TS1/16.1, 16.3
rails broken, damaged or distorted TS1/17.1
reporting procedures TS1/16

accidents, serious

driving cab M5/2.4, 2.5
emergency action M5/2.1

evidence of cause M5/2
 examining evidence M5/2.7a
 media M5/1
 not disturbing evidence M5/2.2
 preserving evidence G1/8.6
 retrieving evidence M5/2.7b
 short-life evidence M5/2.3
 signalling equipment M5/2.6

accommodation crossings with telephone

TW8/10

AC electrified lines

broken wires AC1/part A/3.3
 carriage cleaning AC1/part A/3.8
 communicating with the ECO (Electrical Control Operator)
 AC1/part A/4
communications module AC1/A
dangers module AC1/A
 dangers AC1/part A/1
 definitions AC1/part A/2.4
 displaced wires AC1/part A/3.3
 electrification system AC1/part A/2.1
emergency procedures module AC1/B
 emergency procedures AC1/part B/1
equipment description module AC1/A
 headspan construction AC1/part A/1.1
 loading or unloading rail vehicles AC1/part A/3.8
 long items or tools AC1/part A/3.7
 managing an emergency isolation AC1/part B/1.3, 1.4, 1.6
 neutral sections AC1/part A/2.2
 objects near OLE AC1/part A/3.4
 OLE new equipment installation AC1/part A/2.3

personal safety module AC1/A

personal safety AC1/part A/3

removing an object from the OLE AC1/part B/3

rescuing a person - no nearer than 1 metre to the OLE

AC1/part B/2.2

rescuing a person - within 1 metre of OLE AC1/part B/2.1

restoring power after emergency isolation AC1/part B/1.7

restoring power to unaffected area AC1/part B/1.5

return conductors AC1/part A/3.5

switching off electricity in emergency - further actions

AC1/part B/1.2

switching off electricity in emergency - immediate action

AC1/part B/1.1

working on or near to OLE - general AC1/part A/3.2

working on or near to OLE - specific module AC2

AC electrified lines - blocking lines to electric trains

altering an existing isolation AC2/6.7

during the blockage AC2/6.4

general instructions AC2/6.1

movement of trains towards an isolated section AC2/6.6.

procedure for isolations AC2/6.2, 6.3

procedure for cancelling the blockage AC2/6.8

procedure where signal box supervisors deal with ECO direct

AC2/6.2

sidings where local isolation not allowed AC2/6.9

special switching arrangements AC2/6.5

AC electrified lines - overhead line permits

AC2/7

changes of personnel within work group AC2/7.3

completing or suspending the work AC2/7.4

during the work AC2/7.2

issuing an overhead line permit AC2/7.1

AC electrified lines - precautions

cant rail line AC1/part A/3.6c
on-track plant OTP/6.1
other vehicles AC1/part A/3.6b
personnel working on or near to the OLE AC1/part A/3.1
steam locomotives AC3/12
traction units AC1/part A/3.6a

AC electrified lines - working of trains

module AC3
ADD isolation AC3/5
ADD operation - driver AC3/2.3b
ADD operation - signaller AC3/3.3
APC track inductor defective AC3/11
assisting train after incident AC3/6.1
defect reported - signaller AC3/3
electric trains moving to non-electrified lines AC3/1
examining the line - signaller AC3/4
examining train after stopping out of course AC3/2.4
excessive flashing of electrical equipment AC3/7
line indicator light out - driver AC3/2
line indicator light out - signaller AC3/3.3
OLE damage - driver AC3/2
OLE damage - signaller AC3/3.3
PANCHEX alarm received AC3/10.1, 10.2
PANCHEX monitoring system AC3/10
pantograph damaged AC3/6.3
resumption of normal working - signaller AC3/3.5
sequential tripping - driver AC3/2.6
sequential tripping - signaller AC3/3.2
steam locomotives - precautions AC3/12
stopping as soon as possible AC3/2.3

telling signaller of problems within the OLE AC3/2.5

traction unit driven off the contact wire AC3/9

traction unit stopped in neutral section AC3/8

train movement after an incident AC3/6

tripping - ECO AC3/3.1

AC electrified lines - working on or near to

blocking lines to electric trains AC2/6

continuity of running rails AC2/4.3

cranes AC2/2

damage to APC track inductors AC2/3

damage to electrification equipment AC2/3

defective bonds AC2/4.2

equipment that can be extended AC2/2

general AC1/part A/3.2

isolation (types of) AC2/5

ladders AC2/1

plant AC2/2

red bonds AC2/4.1

specific module AC2

AHBC (automatic half-barrier crossings)

TS9/1, TW8/3

alcohol

personal G1/2.1

animals

on the line TS1/18.2

AOCL and ABCL (automatic locally monitored crossings)

TW8/4

articles on line

SS1/3

assisting failed train

M2/5

assisting train - allowing into section

procedure TS1/7

ATWS

use of T7/9.4

automatic signals

definition - track circuit block regulations TS2/1.1

AWS (automatic warning system)

module S3

abnormal brake application TW1/15.1

cancelling indicators S3/1.5

defective or isolated TW5/part B/5.2-5.3

driving cab equipment S3/1.2, 1.3

equipment failure T1B/14

failures S3/3.7, 3.8c

investigating failures S3/3.9

isolating when in service TW5/part B/5.2-5.3

not provided areas S3/1.4

overview S3/1

reporting failures TW5/part B/5.5

suppression S3/1.5

track equipment S3/1.1

warning indications in cab S3/1.2, 1.3

axle counters

displaced axle counter heads G1/3.14

positioning of portable AWS magnet SP/4.2d

B**backlocks**

releases TS1/3.8

banner repeating signals

and co-acting signals S1/4.7

barrow crossings

safety SS1/1.5
white light indicators TW8/11

bell or buzzer code

driver-guard and guard-driver communication TW1/3.6a

bell signals

'call attention' TS1/2.2
'is line clear' incorrectly sent - absolute block regulations
TS3/3.2.3-3.2.4
'is line clear' incorrectly sent - electric token block regulations
TS4/3.3
list of bell codes TS1/2.1
'obstruction danger' - absolute block regulations TS3/4
'obstruction danger' - electric token block regulations
TS4/4
'testing equipment' TS1/3.1, 3.2
acknowledging TS1/2.3
codes, table of TS1/2.1
out-of-gauge loads TS1/2.1, 24
repeating TS1/2.3
train descriptions TS1/2.1

bi-directional lines

pilotman working module P2
protection of activities not affecting the safety of the line
T12/5.2

blizzard

testing electric token block instruments TS1/3.1

block indicator

fails to release a signal TS1/6.2
operation TS1/3.3

blocking an adjoining line used in the opposite direction

out-of-gauge loads TS1/22, 24

blocking an adjoining line used in the same direction

out-of-gauge loads TS1/22, 24

blocking back

absolute block regulations TS3/3.6

blocking the line

protection T2/1.1, 1.4, 3

see also AC electrified lines - blocking the line to electric trains

block instruments

interlocked with stop signals TS1/6

operation TS1/3.3

block signals

definitions - absolute block regulations TS3/1.1

bodies on line

procedure M5/4

brake continuity test

locomotive-hauled trains TW3/3.8

method TW3/3.8

brake defects

dragging brakes TW5/part B/36.2

locomotive-hauled trains TW3/4

multiple-unit passenger trains TW2/part B/8

brake system

brake continuity test TW3/3.8

isolation TW3/3.4, 3.5, 3.6

locomotive-hauled trains requirements TW3/3

multiple-unit passenger trains TW2/part B

bridge strikes

action to be taken TS1/17.2

C

cab heating or cooling system

defective TW5/part B/7

cab secure radio (CSR)

defective TW5/part B/16

preparation and movement of trains TW1/3.4

carriage cleaners

protecting personnel working on vehicles and in sidings T10/9

catch points that are worked

operation TS1/9.3

central door locking

locomotive-hauled trains TW3/6

classification of trains

TW1/2

clearing point

definition - absolute block regulations TS3/1.5

definition - electric token block regulations TS4/1.4

definition - tokenless block regulations TS5/1.4

clearing point track circuit

definition - absolute block regulations TS3/1.6

closed-circuit television (CCTV) crossings

TW8/5

close doors indicator

S1/4.9

closing signal boxes

box that has a block switch - absolute block regulations
TS3/10.3

box that has no block switch - absolute block regulations
TS3/10.4

box that has no switching facilities - tokenless block regulations
TS5/10.2

during equipment failure - absolute block regulations TS3/11.6
electric token block regulations TS4/10.2
engineering work - absolute block regulations TS3/13.5
track circuit block regulations TS2/10.2

code words

out-of-gauge loads TS1/24

collisions

M5/3.2

colour light signals

S1/2

four-aspect S1/2.2

four-aspect flashing yellow S1/2.5

three-aspect S1/2.1

three-aspect flashing yellow S1/2.6

communications

AC electrified lines module AC1/A

driver-guard TW1/3.6

general TW1/3

train radio equipment TW1/3.3, 3.4, 3.5

conductor driver

guard route and traction requirements TW1/1.4

controlled signals

definition - track circuit block regulations TS2/1.1

COSS (Controller of Site Safety)

competence of points operators and route-setting agents
T5/1.1, 1.2

duties and role T2/1.2b, 4

couplers

defective TW5/part B/8

cranes

- controlling OTM crane operations OTM/4.6
- working on or near AC electrified lines AC2/2
- working on or near the line T6/part B/10

crossings with crossing keeper operation or supervision

TW8/8

crossings with red and green warning lights (R/G)

TW8/7

D

dangerous goods

- brake system TW3/3.6
- if there are dangerous goods on a train G1/8.5
- security TW1/10.12

dangerous goods incident

- action to be taken TS1/16.2
- Operations Control to be advised TS1/16.3
- reporting a dangerous goods incident G1/8.8

DC electrified lines

- communicating with ECO DC/5
- dangers of the system DC/2
- description of the system DC/3
- detraining passengers DC/4.7
- emergency isolation DC/6
- examination of or repairs to rail vehicles DC/12
- flooding DC/10
- ice and snow DC/11
- isolation of sidings DC/21
- local isolation DC/17
- moving electric trains during an isolation DC/19

planned isolation DC/15
protecting isolations DC/20
reporting damage and defects DC2/5
short circuits DC/8
short circuits bars DC/7
switching off electricity in an emergency DC/6
temporary isolation DC/16
track isolating/hook switches DC/9
train movements into T3 possessions DC/18

DC electrified lines - precautions

On-track plant OTP/6.2

DC electrified lines - working on or near to

dangers DC/2
emergency isolation DC/6
examination of or repairs to rail vehicles DC/12
flooding DC/10
reporting damage and defects DC/2.5
personal protective equipment DC/4.3
safety of personnel working on or close to CRE DC/4
securing points DC/4.5
reporting damage and defects DC2/5

dead traction units

hauling dead traction units TW1/7
hauling dead locomotives and multiple units in a train TW1/8

defective on-train equipment

AWS TW5/part B/5
cab cooling system TW5/part B/7
cab heating system TW5/part B/7
competent person travelling with driver TW5/part B/4
contingency plan TW5/part A/1.1
couplers TW5/part B/8

DRA (driver's reminder appliance) TW5/part B/9
dragging brakes TW5/part B/36
driver reporting defect TW5/part A/2.2, 2.3
driver's instructions after defect reported TW5/part A/2.8, 2.9
driver's vigilance equipment TW5/part B/11
DSD (driver's safety device) TW5/part B/10
DSD or vigilance equipment TW5/part B/4.5
EBS (emergency bypass switch) TW5/part B/13
emergency equipment, on-train TW5/part B/24
equipment not required for use TW5/part A/3.2
external lights and hazard warning indicator TW5/part B/14
fire detection systems TW5/part B/15
guard reporting defect TW5/part A/2.1
hot axle boxes TW5/part B/18, 19
hydraulic vehicle buffers TW5/part B/21
lighting of passenger vehicles TW5/part B/23
locked wheels TW5/part B/36
NOT TO BE MOVED board TW5/part B/35.1
on-train data recorder TW5/part B/25
on-train emergency equipment TW5/part B/24
operations controller's role when defect reported
TW5/part A/2.5
orange external hazard lights TW5/part B/14
PCA (passenger communication apparatus) TW5/part B/26
public address system TW5/part B/27
radio equipment TW5/part B/16
reporting TW5/part A/1.2
responsibilities for dealing with TW5/part A/2
sanding equipment TW5/part B/28
selective door opening TW5/part B/29
shifted tyres TW5/part B/36

signaller's role when defect reported TW5/part A/2.4, 2.7, 2.8
speedometer TW5/part B/30
stopping train at first convenient opportunity TW5/part A/1.2b
stopping train immediately TW5/part A/1.2a
TASS (tilt authorisation and speed supervision system)
TW5/part B/31
TCA (track circuit actuators) TW5/part B/32
TIS (traction interlock switch) TW5/part B/33
TPWS (train protection and warning system) TW5/part B/1.2, 34
train entering service TW5/part A/3
train operator's controller's role when defect reported
TW5/part A/2.6
trains TW5/part B/35
vehicles TW5/part B/35
vehicles labelled for repairs TW5/part B/35.3
warning horn TW5/part B/37
wheel flats TW5/part B/36
windows of driving cab TW5/part B/12
windows on passenger rolling stock TW5/part B/6
windscreen TW5/part B/12
WSP (wheel slide protection) equipment TW5/part B/38

derailers

operation TS1/9.3

derailments

M5/3.1

detonators

exploding TW1/19
handsignalling T8/3.1, 3.2, 3.3, 3.4
possession for engineering work T3/5
use of G1/3.9

distant signals

definition S1/1.1

division, accidental

immediate action M1/6.1

passenger safety M1/6.2

recoupling M1/6.4, 6.5

train stopped by module M1

door defects in service

multiple-unit passenger trains TW2/part A/3, A/4, A/5

selective door opening TW5/part B/29

door instructions

locomotive-hauled trains TW3/5

multiple-unit passenger trains TW2/part A

door open on a passenger train

signallers instructions TS1/19.5

doors - power-operated

locomotive-hauled trains TW3/7

multiple-unit passenger trains TW2/part A/2

DRA (driver's reminder appliance)

defective TW5/part B/9

use of TW1/10.3

driver-guard communication

bell or buzzer code TW1/3.6a

cab-to-cab telephone TW1/3.6b

drivers cabs

personnel travelling in TW1/5

driver's vigilance equipment

defective TW5/part B/11

drugs

personal G1/2.1

DSD (driver's safety device)

defective TW5/part B/10

DSD or vigilance equipment

defective or isolated TW5/part B/4.5

E

EBS (emergency bypass switch)

defective TW5/part B/13

ECO

communicating with AC1/part A/4

identifying your location AC1/part A/4.3

message numbering system AC1/part A/4.2

electric token block

stop signals at crossing places TS1/4.9

electric token block regulations

module TS4

allowing assisting train into section TS4/7

closing signal boxes TS4/10.2

definitions TS4/1

description of the system TS4/2

examining the line TS1/20

handling tokens TS4/2.2

method of signalling TS4/3

obstruction of the line TS4/4

opening signal boxes TS4/10.1

principle TS4/2.1

SPAD TS4/5 part A

stop and examine train TS1/19

token damaged TS4/8

token equipment failure TS4/8

token lost TS4/8

token transference TS4/9
train an unusually long time in section TS1/21
train divided TS4/4 part B
train proceeding without authority TS4/4 part A
train required to stop in section TS4/3.8
train without a tail lamp TS4/6

electric token lines

protection of activities not affecting the safety of the line
T12/5.4
working of single lines TW6/3

emergency equipment, on-train

defective TW5/part B/24

emergency procedures

AC electrified lines module AC1/B
AC electrified lines AC1/part B/1

emergency speed restrictions

SP/part C
blanket arrangements SP/part C/10.5
definitions SP/part C/8
emergency indicator SP/part C/10.2 - 10.4
equipment SP/part C/10
equipment defective or missing SP/part C/11
setting up and responsibilities SP/part C/9
severe SP/part C/11

engineering trains

control of movements during loading and unloading T9/1
handsignals T9/1.5a
person in charge of movements, unloading and loading T9/1.2
propelling movement T9/1.5d
radio control T9/1.5a
speed limit T9/1.5c

engineering trains and equipment

OTM (on-track machines) TS1/12.1

engineering trains under T3 arrangements

driver's duties T11/9

instructing the driver T11/7

level crossings T11/8

movements module T11

movements entering the possession T11/3

movements leaving the possession T11/5

movements towards the possession T11/2

movements within the possession T11/4

propelling movements T11/6

record of movements by PICOP T11/4.13

shunter's duties T11/10

taking a possession around a train T3/8

work sites T11/4.5, 4.5, 4.6

engineering work

handsignalling not under a possession T8/4

loading rail vehicles module T9

possession module T3

possession of a siding module T4

protection on line not under possession module T2

unloading rail vehicles module T9

working outside of a possession OTM/3.2

evacuation from trains

controlled M1/7.2

detraining passenger with conductor rail equipment DC/4.7

emergency M1/7.1

examination of the line

TS1/20

examining the line

procedure TW1/16

exterior doors, incidents

locomotive-hauled trains TW3/8

multiple-unit passenger trains TW2/part A/5

external train lights

procedure and responsibilities TW1/4

F

failed train

pilotman working P2/3.6

fire

module M1

immediate action M1/2.1, 2.2, 5.3

lineside G1/9.2

passenger safety M1/5.4

safety - general G1/9

stopping the train M1/5.1, 5.2

fire detection systems

defective TW5/part B/15

fishplates broken

action to be taken TS1/17.1

fixed signals, observing and obeying

module S2

floods

module M4

conditions for train movement M4/1.1

where conductor rails are present DC/10

fog

working during TS1/7

foot or barrow crossings with white light indicators

TW8/12

frost

working during TS1/7.3

full barrier crossings worked by signaller

TW8/5

G

giving permission for train to approach

absolute block regulations TS3/3.4

electric token block regulations TS4/3.4

tokenless block regulations TS5/3.4

giving up possession

possession of a siding for engineering work T4/3

goods lines or goods loops

passenger trains working over TS1/11

ground frame

defective TS1/8.5

emergency use to place a signal at danger TS1/8.6

movement from a siding TS1/8.2

movement from one running line to another TS1/8.3

movement into a siding TS1/8.1

operation TS1/8

Train Register entries TS1/8.4

guard-driver communication

bell or buzzer code TW1/3.6a

cab-to-cab telephone TW1/3.6b

H

hand danger signals

G1/3.8

hand trolleys

protection on line not under possession module T2

protection procedures T2/15

working on or near the line T6/part B/12

handsignalers

module T8

equipment necessary T8/2

general instructions T8/3

situations when required T8/1

handsignalling

module T8

detonators T8/3.1, 3.2, 3.3, 3.4

engineering work not under a possession T8/4

general responsibilities G1/3.7

safe system of work T7/1.4

signal defective or disconnected T8/7

single line working T8/9

temporary block working T8/8

traction current switched off T8/6

heavy impacts

M5/3.2

horn

defective TW5/part B/37

use of TW1/10.2

hot axle boxes

defective TW5/part B/18, 19

detaching vehicle TW5/part B/18.7, 19.3

detectors built into vehicles TW5/part B/19
 lineside hot axle box detector activated TW5/part B/18.3, 19.4
 overheating - evidence TW5/part B/18.4-18.6
 report of hot axle box TW5/part B/18.3
 vehicle developing hot axle box TW5/part B/18.2

hydraulic vehicle buffers

defective TW5/part B/21

I**indicators**

module S1

intermediate block section

definition - absolute block regulations TS3/1.4

irradiated fuel flasks

accidents and incidents TS1/16.4

is line clear incorrectly sent

absolute block regulations TS3/3.3
 electric token block regulations TS4/3.3

IWA (individual working alone)

competence of points operators and route-setting agents
 T5/1.1, 1.2
 duties and role T2/1.2a
 working on or near the line T7/1.2, 5
 working within a possession T7/10

J**junction indicators**

colour light signals S1/2.3

L

ladders

AC electrified lines - working on or near AC2/1

level crossings

arrangements for T3 possessions T3/6

automatic half-barrier crossings (AHBC) TS9/1, TW8/3

automatic locally monitored crossings (ABCL and AOCL)
TS9/2, TW8/4

barrow crossings with white light indicators TS9/8, TW8/12

closed-circuit television (CCTV) crossings TS9/3, TW8/5

crossing keeper operated or supervised TS9/6, TW8/8

crossings with red and green warning lights (R/G)
TS9/4, TW8/7

driver's instructions TW8/2

engineering trains under T3 arrangements T11/8

foot crossings with white light indicators TS9/8, TW8/12

full barriers worked by signaller TS9/3

gates left open TW8/7.4, 10.3

gates worked by signaller TS9/5

keeping a record of telephone calls TS9/1.5

local control TW8/2.3

locations TW8/1.1

occupation and accommodation crossings with telephone
TS9/7, TW8/10

open crossings (non-automatic) TW8/6

police officer controlling road traffic TW8/13

possession for engineering work T3/6

protection T2/2.6, 5.2

remote control crossings (RC) TS9/4, TW8/5

reporting crossing gates left open TS9/7.6, TW8/7.4, 10.3

road traffic signals G1/4.3

road traffic within the clearing point TS1/10.3
 traincrew-operated crossings (TMO) TW8/9
 types TW8/1.2
 when working or travelling with OTP OTP/11.1
 wrong-direction movements TW8/2.2
 wrong-direction movements
 TW7/3.1c, 4.2e, TW8/2.2, TS9/1.7, 3.10, 3.11, 4.7, 6.6, 8.2

lighting of passenger vehicles

defective TW5/part B/23

lights

defective TW5/part B/17

limit of shunt

signals and indicators S1/4.1
 signals and indicators failure T1B/8.2

locomotive-hauled trains

assistance in rear to failed trains TW3/13
 assisting locomotives in rear TW3/12
 brake defects TW3/4
 brake system requirements TW3/3
 central door locking TW3/6
 coupling locomotives TW3/11
 door defects in service TW3/9
 door instructions TW3/5
 during journey TW3/10
 exterior doors, incidents TW3/8
 locomotives at both ends TW3/14
movement module TW3
 passengers falling from train TW3/8.3
 power-operated doors TW3/7
preparation module TW3
 speed TW3/2
 stopping at stations TW3/10.1, 10.2
 train preparation TW3/1

locomotive running round its train

absolute block regulations TS3/3.10

locomotives

assistance in rear to failed trains TW3/13

assisting in rear of train TW3/12

at both ends of train TW3/14

coupling TW3/11

hauling dead traction units TW1/7, 8

speed when running light TW3/2

lookout

duties T6/part A/7

red zone T7/9.7

LOWS

use of T7/9.6

M

managing accidents

module M5

marker boards

description S1/1.1, 4.4 T3/10.2,

use of marker boards T3/10.1 10.2, 10.4

mechanically-operated points

defective T1B/11.2

media

accidents M5/1

medical fitness

personal G1/2.2

messages

see Safety - messages

method of signalling

absolute block regulations TS3/3

electric token block regulations TS4/3
no-signaller token regulations TS7/3
tokenless block regulations TS5/3
track circuit block regulations TS2/3
train staff not provided - one-train working regulations TS8/3.2
train staff provided - one-train working regulations TS8/3.1

minor obstacles

signallers instructions TS1/18

movement of trains

dangerous obstructions TW1/20
defective on-train equipment module TW5
defective or isolated vehicles module TW5
during journey TW1/10
engineering trains under T3 arrangements module T11
general module TW1
locomotive-hauled trains module TW3
multiple-unit passenger trains module TW2
permissive working TW1/12
propelling movements TW1/13
rail-head adhesion TW1/17
stabling train TW1/11
starting TW1/9
stopping train TW1/11
train in distress TW1/15.5
unusual occurrences TW1/15

multiple-unit passenger trains

brake defects TW2/part B/8
brake system requirements TW2/part B/6
brake systems TW2/part B
coupling TW2/part C/10
door defects in service TW2/part A/3

door instructions TW2/part A
door interlock light failure TW2/part A/4
doors before entering service TW2/part A/1
during journey TW2/part C
EBS (emergency bypass switch) defective
TW5/part B/13.4, 13.5
exterior doors, incidents TW2/part A/5
hauling dead units TW1/8
movement module TW2
passengers falling from train TW2/part A/5.3
power-operated doors TW2/part A/2
preparation module TW2
snow TW2/part B/7
stopping at stations TW2/part C/9.2

N

normal method of signalling

absolute block regulations TS3/3.1
electric token block regulations TS4/3.1
no-signaller token regulations TS7/3.1
one-train working regulations TS8/3.1
tokenless block regulations TS5/3.1
track circuit block regulations TS2/3.1

no-signaller token lines

working of single lines TW6/4

no-signaller token regulations

module TS7
allowing assisting train into section TS7/7
definitions TS7/1
examination of the line TS1/20
method of signalling TS7/3

obstruction of the line TS7/4
principle TS7/2
SPAD TS7/5
stopping a train for examination TS1/19
token damaged TS7/8.1
token handling TS7/2.2
token instrument failed TS7/8.3
token lost TS7/8.2
train an unusually long time in section TS1/21
train proceeding without authority TS7/5

NRN (national radio network)

defective TW5/part B/16
use of TW1/3.5

numbers

in messages G1/11.7

O

obstructed line

pilotman working P2/3.8

obstruction danger

absolute block regulations TS3/4
electric token block regulations TS4/4

obstruction of the line

absolute block regulations TS3/4
electric token block regulations TS4/4
no-signaller token regulations TS7/4
one-train working regulations TS8/4
tokenless block regulations TS5/4
track circuit block regulations TS2/4

obstructions, dangerous

TW1/20

obstructions on line

M5/3.3

occupation crossings with telephone

TS9/7, TW8/10

OFF indicator

S1/4.8

OLE (overhead line equipment)

see AC Electrified lines

one-train working

train staff not provided TW6/2

train staff provided TW6/1

one-train working regulations

module TS8

allowing assisting train into section TS8/7

definitions TS8/1

examination of the line TS1/20

method of signalling TS8/3

obstruction of the line TS8/4

pilotman working TS8/11

principle TS8/2.1

SPAD TS8/5

stopping a train for examination TS1/19

train an unusually long time in section TS1/21

train proceeding without authority TS8/5

on-track machines

module OTM

before starting OTM/2

machine types OTM/1.1

running brake test OTM/5.6

track circuit operation OTM/2.3, 5.3, 5.4, 5.5

work that must not be done without a possession OTM/3.3

working outside a possession OTM/3.2

working within a possession OTM/4

on-track plant

module OTP

appointment and identification of a machine controller OTP/3

controlling crane movements OTP/14

electrified lines AC overhead system OTP/6.1

electrified lines DC conductor rail system OTP/6.2

equipment OTP/4

movements over level crossings OTP/11.1

propelling OTP/11.7, 11.8

responsibilities of the operator OTP/2.1

stabling or leaving unattended OTP/11.9

types OTP/1.3

working of OTP adjacent to line open traffic
OTP/11.3, 11.4, 11.5

on-train data recorder

defective TW5/part B/25

on-train emergency equipment

defective TW5/part B/24

open crossings (non-automatic)

TW8/6

opening signal boxes

box not opening on time TS1/1.7

box that has a block switch - absolute block regulations
TS3/10.1

box that has no block switch - absolute block regulations
TS3/10.2

box that has no switching facilities - tokenless block regulations
TS5/10.1

electric token block regulations TS4/10

track circuit block regulations TS2/10

operating power-operated points by hand

module T5

orange external hazard lights

defective TW5/part B/14

OTM (on-track machines)

module OTM

that cannot be relied on to operate track circuits TS1/12.1

out-of-gauge loads

bell signals TS1/2.1

blocking an adjoining line used in the same direction TS6/2.2

code words TS1/24

signalling on a track circuit block line TS1/23

signalling on an absolute block line TS1/22

overhead line permits

AC electrified lines AC2/7

overline bridges

bridge strike TS1/17.2

examination of the line TS1/20.3, TW1/16.6

overlap

definition - track circuit block regulations TS2/1.3

override controls

TS1/3.9

P

PANCHEX monitoring system

AC electrified lines - working of trains AC3/10

passengers

safety SS1/2

passengers falling from train

locomotive-hauled trains TW3/8.3

multiple-unit passenger trains TW2/part A/5.3

passenger trains

working over goods lines or goods loops TS1/11

passing a signal at danger

module S5

defective stop signal T1B/6

driver passing home signal S5/part B/2

driver's actions S5/part A/4.1

driver's own authority S5/part B

signal box closed S5/part B/3

signaller's authority S5/part A

signaller's instructions S5/part A/3, 4.2

signaller's precautions S5/part A/2

temporary block working S5/part A/5

without authority S5/part C

without authority - driver's actions S5/part C/1

without authority - signaller's actions S5/part C/2

PC (protection controller)

duties and role T2/1.2c, 2.2, 4

PCA (passenger communication apparatus)

defective TW5/part B/26

permissive working

TW1/12

track circuit block regulations TS2/3.4

phonetic alphabet

in messages G1/11.6

pilotman working

agreeing requirements P2/2.2

agreeing requirements P1/2.3, 2.4, 2.5

before starting work P2/2

bi-directional lines module P2

change of pilotman P2/3.7a

change of pilotman P1/13

change of signaller P2/3.7b

change of signaller P1/13
circumstances when must be introduced P2/1.1
during working P2/3
duties during single line working P1/7
exceptions when not necessary P2/1.2
failed train P2/3.6
ground frames P2/2.5
instructing drivers P2/3.3
instructing drivers P1/6
movement authority P2/3.1
obstructed line P2/3.8
points P2/2.5
responsibilities for safety P1/3
single lines module P2
token, putting out of use P2/2.4
travelling over a single line P2/3.3, 3.4, 3.5
withdrawal of pilotman P2/4

plant

AC electrified lines - working on or near AC2/2

platforms

articles on line SS1/3
safety SS1/1

points failure

hand operation of power-operated points module T5
mechanically operated S5/part A/2.5
power operated S5/part A/2.4

points indicator

S1/4.6

points operators

competence T5/1.1

points - working

- TS1/9
 - catch points that are worked TS1/9.3
 - derailers TS1/9.3
 - facing points fitted with facing point locks TS1/9.1, 9.2
 - operation TS1/3.7
 - releases TS1/3.8
 - trap points TS1/9.3

position-light signals

- description S1/2.7
- passenger trains S2/3.1
- signal equipment failure T1B/8.1

possession for engineering work

- module T3*
 - around a train T3/8
 - changing personnel T3/12
 - completion of work T3/13
 - detonators T3/5
 - engineering supervisor appointment T3/2.2
 - giving up possession T3/14
 - granting possession T3/9
 - level crossings T3/6
 - normal working resumption T3/15
 - on-site checks T3/3
 - PICOP appointment T3/2.1
 - PICOP on-site checks T3/3.1, 3.2
 - PICOP recording the arrangements T3/7
 - protection T3/4, 5
 - single line worked by token T3/16
 - starting work T3/10

possession limit boards

- S1/4.3

possession of a siding for engineering work

module T4

arranging the possession T4/1

giving up the possession T4/3

protecting the possession T4/2

powered vehicles

SS1/4

power-operated doors

locomotive-hauled trains TW3/7

multiple-unit passenger trains TW2/part A/2

power-operated points failure

detection not obtainable T5/7

hand operation module T5

handing over responsibility T5/9

immediate action T5/3

leaving points secured and unattended T5/8

padlock keys T5/9

points damaged T5/7

points run through T5/7

procedure (complex failure) T5/6

procedure (simple failure) T5/5

protection arrangements T5/4.2

returning to normal operation T5/10

site arrangements T5/4.1

types of failure T5/2

preparation of trains

additional precautions before heating or air conditioning is carried out TW1/21.5

before starting TW1/1

checks TW1/6

defective on-train equipment module TW5

defective or isolated vehicles module TW5
engineering trains under T3 arrangements module T11
general module TW1
locomotive-hauled trains TW3/1
multiple-unit passenger trains module TW2
protecting personnel when servicing and repairing vehicles
TW1/21
work to be carried out on train heating or air conditioning
equipment TW1/21.6

propelling movements

engineering trains under T3 arrangements T11/6
general TS1/10.4
general TW1/13
level crossings TW8/2.4
OTP OTP/11.7, 11.8
shunting SS2/4.8

protecting personnel working on vehicles and in sidings

module T10
air conditioning of coaching stock T10/10
carriage cleaners T10/9
competence and responsibilities T10/2
definitions T10/1
depots T10/3
heating of coaching stock T10/10
maintenance or repair siding T10/4
servicing and repairing vehicles TW1/21
vehicles at other locations T10/6
vehicles next to a running line T10/8
vehicles where adjacent siding may be fouled T10/5
walking to or from a failed train T10/7
working in sidings but not on vehicles T10/11

protection

before starting work T2/2
blocking the line T2/1.1, 1.4, 3
completing the work T2/5
emergency M1/4
engineering work on line not under possession module T2
failed train M2/2.2, 4
hand trolley on line not under possession module T2
hand trolleys T2/15
level crossings T2/2.6, 5.2, 15.7
line not under possession module T2
personnel working on vehicles and in sidings module T10
possession of a siding for engineering work T4/2
principles T2/1
procedures summary T2/2.4
resuming work T2/7
signaller providing protection M1/3
suspending the work T2/5
work not completed T2/6

protection of activities not affecting the safety of the line

module T12
activity beyond points T12/5.6
arranging the protection T12/4
blocking the line T12/5
completing activity T12/7
definitions T12/1
during activity T12/6
person responsible T12/2.3
planning T12/3
principles T12/2
recording arrangements T12/5.7

signaller's arrangements T12/4

T 2 protection T12/2.2

T 3 protection T12/2.2

T12 protection T12/2.1, 2.3, 2.4

protection procedures

hand trolley T2/15

T2-A T2/8

T2-D T2/9

T2-H T2/10

T2-T on absolute block line T2/11

T2-T on single line worked by token T2/12

T2-T on tokenless block line T2/13

T2-X T2/14

public address system

accidents G1/8.2

defective TW5/part B/27

R

radio equipment

cab secure radio - defective TW5/part B/16

cab secure radio - preparation and movement of trains
TW1/3.4

NRN (national radio network) defective TW5/part B/16

NRN (national radio network) use of TW1/3.5

rail-head adhesion

TW1/17

rails

unloading T9/1.6

rails broken, damaged or distorted

action to be taken TS1/17.1

ready-to-start signal

SS1/6.4-6.7

regulating trains

general TS1/10.1

release of signalling controls

T1A/5

releases

backlocks TS1/3.8

ground frame for movement from a siding TS1/8.2

ground frame for movement from one running line to another
TS1/8.3

ground frame for movement into a siding TS1/8.1

manual time TS1/3.8

sealed TS1/3.8

reminder appliance

use of TS1/3.5

remote control crossings (RC)

TW8/5

restricted acceptance

absolute block regulations TS3/3.5

electric token block regulations TS4/3.5

reversing train

signals S2/6

right-away indicators

S1/4.10

route indicators

colour light signals S1/2.4

not showing S2/3.3

semaphore signals S1/3.3

shunting semaphore signals S1/3.6

route-setting agents

competence T5/1.2

rules, regulations and instructions

personal G1/2.3

running a brake test

during snow TW1/18.2

OTM OTM/5.6

S**safety**

general G1/1

passengers SS1/2

personal G1/2

platforms SS1/1

safety - general

accidents involving trains G1/8

danger to trains G1/5

defective vehicles G1/4.5

fire G1/9

fire on the lineside G1/9.2

giving and receiving safety messages G1/11

mobile communications equipment G1/4.2

responsibilities module G1

road traffic signals at level crossings G1/4.3

security G1/10

stopping train in an emergency G1/6

travelling in trains G1/7

safety - messages

giving and receiving G1/11

giving messages procedure G1/11.4

lead responsibility G1/11.2

numbers in messages G1/11.7

phone use G1/11.3

phonetic alphabet G1/11.6

phrases to use G1/11.5

radio use G1/11.3
receiving messages procedure G1/11.4
repeating messages G1/11.4

safety - on or near the line or on the lineside

detonators G1/3.9
gates and lineside fences G1/3.10
hand danger signals G1/3.8
handsignalling G1/3.7
overhead power lines belonging to electricity company G1/3.13
protection by a signal at danger G1/3.4
road vehicles near the line G1/3.11
securing points G1/3.5
signal post replacement switches G1/3.3
tents near the line G1/3.12
track circuit operating clips G1/3.6
user worked crossings G1/3.10

safety - personal

module G2
AC electrified lines module AC1/A
AC electrified lines AC1/part A/3
alcohol G1/2.1
Certificate of Competence in PTS G2/5.3
competence G1/2.5
drugs G1/2.1
electrified lines G2/8
electrified lines AC overhead system G2/8.1
electrified lines DC conductor rail system G2/8.2
limited clearances and signs G2/7
limited clearances at telephones G2/7.4
mechanical and electrical plant G1/4.7
medical fitness G1/2.2

moving vehicles - getting on and off G1/4.4
on or near the line G1/3.2
on or near the line module G2
on or near the line defined G2/1.2
on or near the line duties G2/5
on or near the line positions G2/3.1
on the lineside G1/3.1
on the lineside module G2
on the lineside defined G2/1.1
on the lineside duties G2/4
passenger vehicles not in service G1/4.6
position of safety G2/3.2
protective clothing and equipment G1/2.6
publications supply G1/2.4
responsibilities G1/2
responsibilities G2/2
rules, regulations and instructions G1/2.3
shunter SS2/5
stereos, videos, radios and similar equipment G1/4.8
walking on or near the line G2/6
walking routes G1/4.1

safety - personnel

personnel working on or near points TS1/13.2
personnel working on the outside of a train TS1/13.1
retrieving articles from the track at stations TS1/13.3

safety - stopping a train in an emergency

G1/6
detonators G1/6.3
line becomes unsafe G1/6.2
maintaining protection G1/6.4
potential danger seen G1/6.1

protecting the obstructed line G1/6.3a
reaching a diverging junction G1/6.3e
reaching a telephone or signal box G1/6.3c
reaching a tunnel entrance G1/6.3d
train approaching G1/6.3b
withdrawing protection G1/6.5

safety - walking on or near the line

G2/6
actions when train approaches G2/6.6
actions when train passes G2/6.7
actions while walking G2/6.3
alone G2/6.2b
before starting G2/6.2
COSS appointment and duties T6/part A/3
COSS appointment and duties T7/1.1
definitions T7/2
emergency action G2/6.8
fixed warning systems G2/6.4
green zone T6/part A/4
*protection of activities not affecting the safety of the line
module T12*
red zone T6/part A/5
safe systems of work module T7
to or from a failed train T10/7
tunnels G2/7.2
walking as a group module T6
watching and listening for trains G2/6.5
when permitted G2/6.1

safety - working on or near the line

module T6
briefing group in advance of work T7/4.6, 9.8

COSS appointment and duties T6/part A/3
COSS appointment and duties T7/1.1
COSS duties during work T7/4
cranes T6/part B/10
definitions T6/part A/2
definitions T7/2
engineering trains T6/part B/12
equipment that could foul the line T6/part B/10
general duties T6/part B/8
green zone T6/part A/4
green zone, fenced T7/7
green zone, safeguarded T7/6
green zone, separated T7/8
hand trolleys T6/part B/12
handsignalling T7/1.4
hazards and damage prevention T6/part B/9
information required T7/3.2
IWA (individual working alone) T7/1.2
IWA (individual working alone) T7/5
lookout T6/part A/7
points T6/part B/11
*protecting personnel working on vehicles and in sidings
module T10*
*protection of activities not affecting the safety of the line
module T12*
red zone T6/part A/5
red zone, ATWS T7/9.4
red zone, lookout T7/9.7
red zone, LOWS T7/9.6
red zone, setting up T7/9
red zone, TOWS T7/9.5
red zone, warning arrangements T7/9.3

safe systems of work module T7
setting up safe system of work T7/3
sighting distance chart T7/12
sighting time calculations T7/11
site warden T6/part A/6
site warden T7/8.2
stopping passage of trains T7/3.4
track patrolling duties T6/part B/13
warning calculations T7/11
work planning checklist T7/3.3
working within a possession T7/10

sanding equipment

defective TW5/part B/28

sandite trains

TW1/17.6

sealed releases

operation TS1/3.8

section

definition - track circuit block regulations TS2/1.2

security

general G1/10.1
incidents G1/10.3
suspicious objects and devices G1/10.2
suspicious persons G1/10.4
trespassers G1/10.5

selective door opening

defective TW5/part B/29

semaphore shunting signals

passenger trains S2/3.1
red aspect S1/3.5a
yellow aspect S1/3.5b

semaphore signals

S1/3

distant signals S1/3.1

stop signals S1/3.2

subsidiary signals S1/3.4

servicing and repairing vehicles

air conditioning of coaching stock - providing protection
TW1/21.2

heating of coaching stock - providing protection TW1/21.2

providing protection TW1/21.2

severe weather

working during TS1/7

shunt-ahead or subsidiary signals

passenger trains S2/3.1

shunting

module SS2

after each movement SS2/4.4

attaching vehicles SS2/7

audible signals SS2/4.2c

beyond a home signal SS2/4.6

building, entering SS2/4.3

chain to move vehicles SS2/2.1

completion duties SS2/9

definitions SS2/1

detaching vehicles SS2/7

detained on running lines S4/6.1

driving from other than the leading cab SS2/6

ground frames operation SS2/4.7

ground frame use TS1/8.1-8.3

handsignals (daylight) SS2/4.2a

handsignals (during darkness) SS2/4.2a

into forward section - absolute block regulations TS3/3.9
Limit of Shunt signal or indicator SS2/4.5
loose shunting SS2/2.2
movements detained on running lines module S4
movements over points worked from a signal box SS2/8
onto single line - electric token block regulations
TS4/3.7
onto single line section - tokenless block regulations TS5/3.7
precautions before starting SS2/3
propelling SS2/4.8
pushing with road vehicle SS2/2.1
radio control SS2/4.2b
returning to approach side of signal S2/3.4
rope to move vehicles SS2/2.1
safeguards while shunting SS2/4
shunter's personal safety SS2/5
signal failures or irregularities S3/3.5
stop signals at crossing places TS1/4.9
unaccompanied driver SS2/1

shunting signals

signal equipment failure T1B/8

sidings

possession of a siding for engineering work module T4
private - accidents M5/3.4

sighting distance chart

working on or near the line T7/12

sighting time calculations

working on or near the line T7/11

signal boxes - working

TS1/1

bell signals TS1/2

cleanliness TS1/1.2
emergency use of fixed radio TS1/1.9
equipment testing TS1/3.1
fog TS1/4.8, 7
frost TS1/7.3
ground frame TS1/8
leaving box while on duty TS1/1.8
radio equipment TS1/1.9
safe working TS1/1.1
severe weather TS1/7
signaller change TS1/1.6
signals in general TS1/4
snow TS1/4.8, 7
times recording TS1/1.3
Train Register TS1/1.3, 1.4, 1.5

signaller

going off duty TS1/1.6
leaving box while on duty TS1/1.8
taking duty TS1/1.6

signalling by bell or telephone

track circuit block regulations TS2/3.5

signalling equipment failure

module T1A

AWS equipment failure T1B/14
banner repeating signal T1B/9
handsignalers T1B/3.1
Limit of Shunt board T1B/8.2
mechanically-operated points T1B/11.2
passing a defective stop signal T1B/6
points operators T1B/3.2
position light signal T1B/8.1

route setting agents T1B/3.2
shunting signal T1B/8.1
signal forming one of a group T1B/10
stop board T1B/8.2
TPWS equipment failure T1B/15
Track Circuit Block lines T1B/4
track circuits not operated T1B/12, 13

signalling equipment maintenance

module T1A

signalling equipment not in use

failure T1A/2
general information T1B/1
general information T1A/1
maintenance not affecting normal passage of trains T1A/3
releasing signalling controls T1A/6
train working module T1B

signalling equipment renewal

module T1A

signalling failures and irregularities

module S3

signalling protection

possession for engineering work T3/4

signal passed at danger (SPAD) indicator

S1/4.5

signal post replacement switches

possession for engineering work T3/4.2
use of G1/3.3

signal post telephones

use of S/2, 4

signals

module S1

cleared for wrong route S2/5

colour light S1/2

controlling entrance to no-block lines S2/3.2

controlling entrance to permissive lines S2/3.2

controlling entrance to sidings S2/3.2

controlling exit from sidings S2/4

difficult to see S3/3.3

diverging points TS1/4.3

failures S2/7

identification of types S1/1.2

normal indication TS1/4.2

operation TS1/3.7

releases TS1/3.8

reporting failures S3/3.1

reporting irregularities S3/3.1

reversing while shunting S2/6

rightside failures S3/3.8b

section signal locked at danger TS1/6.1

semaphore S1/3

trees, foliage S3/3.4

signals - calling-on

operation TS1/4.10

signals - converging junctions

working TS1/4.12

signals - distant

replacing after train passed TS1/4.3

signals - junction signals

operation TS1/4.12, 4.13

signals not in use

- colour light S1/2.8
- semaphore signals S1/2.7

signals - stop

- crossing places TS1/4.9
- interlocked with block instruments TS1/6
- next signal at danger TS1/4.6
- replacing TS1/4.4, 4.5

signal types

- definition - track circuit block regulations TS2/1.1

single line

- definition - no-signaller token regulations TS7/1
- definition - one-train working regulations TS8/1
- protection of activities not affecting the safety of the line T12/5.2

single line block section

- definition - electric token block regulations TS4/1.2
- definition - tokenless block regulations TS5/1.2

single lines worked by tokenless block regulations

module TS5

single line worked by electric token block system

module TS4

- protection of activities not affecting the safety of the line T12/5.4
- working of single line TW6

single line worked by token

- electric token TW6/3
- electric token - protection of activities not affecting the safety of the line T12/5.4
- no-signaller token lines TW6/4
- possession for engineering work T3/16

single line worked by tokenless block system

protection of activities not affecting the safety of the line
T12/5.5

single line working

module P1

absolute block regulations TS3/9

agreeing requirements P1/2.3, 2.4, 2.5, 2.6

appointing pilotman P1/2.1, 2.2

authorising movements P1/5

change of pilotman P1/13

change of signaller P1/13

crossovers worked from a ground frame - track circuit block
regulations TS2/9.6

crossovers worked from difference signal boxes - track circuit
block regulations TS2/9.7

dividing into two sections P1/3.6

dividing the single line into two sections - track circuit block
regulations TS2/9.5

driver's duties P1/9

handsignalling T8/9

intermediate signal boxes - absolute block regulations TS3/9.6

obstructed line P1/10

method of signalling - absolute block regulations TS3/9.1

personnel to be told P1/3.8, 6.5

pilotman duties P1/7

points securing P1/3.7

principles P1/1

protection arrangements P1/3.2, 3.3

resuming normal working - absolute block regulations TS3/9.7

right direction movements P1/3.4

setting up P1/2

signaller's duties P1/8

speed restrictions P1/3.1
starting P1/4
TCB lines P1/11
track circuit block regulations TS2/9
train failure P1/12
trains setting back - absolute block regulations TS3/9.4
withdrawing P1/14
wrong direction movements P1/3.5, 6.2, 9.4

single lines, working of

module TW6

electric token lines TW6/3
no-signaller, token lines TW6/4
one-train working, no staff TW6/2
one-train working, staff provided TW6/1
pilotman working module P2

site warden

competence and duties T6/part A/6
separated green zone T7/8.2

sleepers

unloading T9/1.6

snow

module M4
clearing signal lights TS1/7.2
conductor rails M4/2.3
drawing forward to semaphore section signal TS1/4.8
line blocked M4/2.4
multiple-unit passenger trains TW2/part B/7
reporting and action M4/2.1, 2.2
train working TW1/18
working during TS1/7

snow ploughs

Beilhack PB600 M4/4.8
independent M4/4
miniature M4/3
propelling TW1/13.3

SPAD

absolute block regulations TS3/5
electric token block regulations TS4/5
no-signaller token regulations TS7/5
one-train working regulations TS8/5
tokenless block regulations TS5/5
track circuit block regulations TS2/5

speedometer

defective TW5/part B/30

speeds

module SP
classification and speed TW1/2
driver's responsibilities SP/part A/1
emergency speed restrictions SP/part C
indicators and boards for temporary speed restrictions
SP/part B/3
indicators for permissible speeds SP/part A/2
level crossings TW8/2.1
locomotive-hauled trains TW3/2
locomotives running light TW3/2
permissible speeds SP/part A
poor visibility TW1/14
speedometer defective TW5/part B/30
TASS (tilt authorisation and speed supervision system)
defective TW5/part B/31
temporary speed restrictions SP/part B
temporary speed restrictions setting up SP/part B/4

stabling a train

TW1/11

starting a train

TW1/9

starting a train after stopping at signals

S2/2

starting a train from staffed platform

central door-locking SS1/7.3, 7.5

DO train SS1/7.8

driver operated doors SS1/7.7

slam doors SS1/7.1, 7.2, 7.4

starting a train from unstaffed platform

central door-locking SS1/8.2

DO train SS1/8.5

driver operated doors SS1/8.4

power-operated doors SS1/8.3

slam doors SS1/8.1

station duties

module SS1

station limits

definition - absolute block regulations TS3/1.3

definition - electric token block regulations TS4/1.3

definition - tokenless block regulations TS5/1.3

stations

powered vehicles SS1/4

station work complete signal

SS1/6.3

stop boards

overview S1/4.2

signalling equipment failure T1B/8.2

stopping a train

in an emergency see Safety - stopping a train in an emergency
in general TW1/11

stopping a train for examination

TS1/19

stopping trains

fog or snow TS1/7.2

stopping trains because of an emergency

track circuit block regulations TS2/4.1

stop signals

definition S1/1.1

suspicious objects and devices

security G1/10.2

suspicious persons

security G1/10.4

T

tail lamp missing or unlit

absolute block regulations TS3/6
electric token block regulations TS4/6
tokenless block regulations TS5/6
track circuit block regulations TS2/6

TASS (tilt authorisation and speed supervision system)

defective TW5/part B/31

TCA (track circuit actuators)

defective TW5/part B/32

TCB lines

single line working P1/11

telephones

operation TS1/3.4

temporary block working

- handsignalling T8/8
- passing a signal at danger S5/part A/5

temporary speed restrictions

- SP/part B
- AWS magnet position SP/part B/4.2
- beyond a station or siding SP/part B/4.9
- bi-directional lines SP/part B/4.4
- consecutive restrictions SP/part B/4.5
- differential restrictions SP/part B/4.3
- diverging route SP/part B/4.7
- driver's responsibilities SP/part B/6
- equipment defective or missing SP/part B/7
- one restriction inside another SP/part B/4.6
- published information SP/part B/5
- reintroduction SP/part B/5.5
- setting up, basic arrangements SP/part B/4.1
- single lines SP/part B/4.4
- trailing junction SP/part B/4.8

TIS (traction interlock switch)

- defective TW5/part B/33

TMO (traincrew-operated crossings)

- TW8/10

token damaged

- electric token block regulations TS4/8.1
- no-signaller token regulations TS7/8.3

token equipment failure

- electric token block regulations TS4/8.3

token handling

- electric token block regulations TS4/2.2
- no-signaller token regulations TS7/2.2

tokenless block

stop signals at crossing places TS1/4.9

tokenless block lines

protection of activities not affecting the safety of the line
T12/5.5

tokenless block regulations

module TS5

allowing assisting train into section TS5/7

closing signal boxes TS5/10.2

definitions TS5/1

examining the line TS1/20

method of signalling TS5/3

obstruction of the line TS5/4

opening signal boxes TS5/10.1

principle TS5/2.1

signalling equipment failure TS5/8

SPAD TS5/5 part A

stop and examine train TS1/19

train an unusually long time in section TS1/21

train divided TS5/5 part B

train proceeding without authority TS5/5 part A

train required to stop in section TS5/3.8

train without a tail lamp TS5/6

token lost

electric token block regulations TS4/8.2

no-signaller token regulations TS7/8.2

token required for engineering work

electric token block regulations TS4/3.6

token required for shunting purposes

electric token block regulations TS4/3.7

token transference

electric token block regulations TS4/9

TOWS

use of T7/9.5

TPWS (train protection and warning system)

module S3

abnormal brake application TW1/15.1

defective TW5/part B/1.2, 34

defective but train fitted with ATP (automatic train protection)
TW5/part B/34.5

equipment failure T1B/15

failures S3/3.7

isolated TW5/part B/1.2

isolating temporarily S3/2.3

operation S3/2.2

overview S3/2

purpose S3/2.1

train stop override S3/2.4

train stopped by TPWS TS1/15

track circuit block regulations

module TS2

allowing assisting train into section TS2/7

closing signal boxes TS2/10.2

definitions TS2/1

description of the system TS2/2

examining the line TS1/19

method of signalling TS2/3

obstruction of the line TS2/4

opening signal boxes TS2/10.1

operating signals TS2/3.2

out-of-gauge loads TS1/23

override controls TS1/3.9

permissive working TS2/3.4

principle TS2/2.1

signalling by bell or telephone TS2/3.5
single line working TS2/9
SPAD TS2/5, TS1/15
stop and examine train TS1/19
train an unusually long time in section TS1/21
train divided TS2/5
train proceeding without authority TS2/5
train without a tail lamp TS2/6

track circuit fails to clear

TS1/20.6

track circuit operating clips

G1/3.6

track circuits not operated

T1B/11.1

traction units

left on running lines during shunting S4/5.2, 8

train an unusually long time in section

TS1/21

traincrew-operated crossings (TMO)

TW8/9

train dispatch

module SS1

moving train before starting SS1/6.8, 6.9

passenger safety SS1/6.1

ready to start signal SS1/6.5

right away indicator SS1/6.5d, 6.6, 6.7

starting when signal exists SS1/6.2

station work complete signal SS1/6.3

train assisted in rear SS1/6.10

train safety check SS1/6.4

train divided

absolute block regulations TS3/5 part C

electric token block regulations TS4/5 part B

tokenless block regulations TS5/5 part B

track circuit block regulations TS2/5

train failure

module M2

arranging assistance M2/3

definitions M2/1

emergency protection M2/2.2, 4.3

immediate action M2/2

protecting failed train M2/4

providing assistance M2/5

train in distress TW1/15.4

train headlights

not lit TS1/10.5

train in distress

TW1/15.4

train maintenance

SS1/5

train movements

propelling movements TS1/10.4

regulating trains TS1/10.1

train not proceeding

absolute block regulations TS3/3.3

electric token block regulations TS4/3.3

tokenless block regulations TS5/3.3

train out of section

absolute block regulations TS3/3.2

electric token block regulations TS4/3.2

train proceeding without authority

electric token block regulations TS4/5 part A

in right direction - absolute block regulations TS3/5 part A

in wrong direction - absolute block regulations TS3/5 part B

no-signaller token regulations TS7/5

one-train working regulations TS8/5
tokenless block regulations TS5/5 part A
track circuit block regulations TS2/5

train radio equipment

cab secure radio (CSR) TW1/3.4
cab secure radio defective TW5/part B/13
general TW1/3.3
national radio network (NRN) TW1/3.5
national radio network defective TW5/part B/13

train register

completed TS1/1.5
entries TS1/1.3, 1.4
ground frame entries TS1/8.4
recording tests TS1/3.2
times TS1/1.3

train required to stop in section

absolute block regulations TS3/3.7
electric token block regulations TS4/3.8
tokenless block regulations TS5/3.8
track circuit block regulations TS2/3.3.3

trains detained

going to signal box S4/6
on running lines module S4
reminding signaller S4/1
signal with no telephone S4/3
signal with telephone S4/2
signal with telephone but limited clearance S4/4

train servicing

SS1/5

train staff

one-train working regulations TS8/2.2

train warning systems

module S3

trap points

operation TS1/9.3

travelling in trains

engineering train in connection with a possession
T6/part B/12.1

in brake compartments or brake vans G1/7.2

in cabs other than driving cabs G1/7.2

in driving cabs G1/7.1

in empty coaching-stock trains G1/7.3

in postal or parcels trains G1/7.4

insecure doors on passenger trains G1/7.5

trespassers

security G1/10.5

U

underline bridges

bridge strike TS1/17.2

examination of the line TS1/20.3, TW1/16.6

V

vehicles

left on running lines module S4

left on running lines during shunting S4/5.1

possession only rail vehicles OTP/1.3

visibility

speed in poor visibility TW1/14

W

walking alongside your train

TW1/15.2

walking as a group

module T6

walking on or near the line

see Safety - walking on or near the line

warning boards

defective or missing SP/B7

warning calculations

working on or near the line T7/11

warning horn

defective TW5/part B/37

use of TW1/10.2

water jets

high-pressure M4/1.2

wheels

defective due to locked wheels, wheel flats, shifted tyres
TW5/part B/36

rotation checking TW5/part B/36.6

wheel slip

TW1/17.5

windows of driving cab

defective TW5/part B/12

windows on passenger service stock

cracked or broken TW5/part B/6

windscreen

defective or obscured TW5/part B/4.4

working of trains during failure, maintenance and renewal of signalling equipment

module T1B

working on or near the line

module T6

and see Safety - working on or near the line

working on the outside of the train

safety of personnel TS1/13.1, TW1/15.2

work sites

engineering trains under T3 arrangements T11/3, 4, 5, 6

marker boards for possession for engineering work T3/10, 13.2

wrong-direction movements

module TW7

assisting failed train M2/6

driver actions TW7/4.2

driver getting authority TW7/1.2

driver getting instructions TW7/3

level crossings

TW7/3.1c, 4.2e, TW8/2.2, TS9/1.7, 3.10, 3.11, 4.7, 6.6, 8.2

making the movement TW7/4

protection TW7/4.1

signaller's authority TW7/1.1

signaller's precautions TW7/2

speed TW7/4.2f

wrong direction working

absolute block regulations TS3/3.8

WSP (wheel slide protection) equipment

defective TW5/part B/38

The term

Includes or means:

A

Absolute block

A signalling system that allows only one train to be in a block section at the same time. The block indicator is used to indicate whether the line between adjacent signal boxes is clear or occupied.

Adjacent line

A line or siding next to the line you are on.

Aspect

The indication of a colour light signal that the driver sees.

ATWS

Automatic track warning system.

An individual or lineside warning system that can be installed at a site of work to:

- detect an approaching train
- alert personnel who are on or near the line.

It may be installed temporarily for the period of work or it may be installed permanently at a location. This definition does not include TOWS or LOWS.

Automatic level crossing

Any of the following level crossings:

- Automatic half-barrier (AHBC)
- Automatic barrier crossing, locally monitored (ABCL)
- Automatic open crossing, locally monitored (AOCL)
- Crossing with red and green warning lights (R/G).

Axle counter A method of detecting the presence of a train or vehicle on a line. Track-mounted equipment, at each end of a portion of line, counts the number of axles passing over. This is evaluated to identify when a portion of line is occupied or clear.

Axle counter head A device that detects the passage of a wheel passing over a running rail.

B

Barrow crossing A crossing (often at the end of a platform) for railway personnel to use. Some barrow crossings have white-light indicators which, when lit, indicate to the user that it is safe to cross.

Bi-directional line A line on which the signalling allows trains to run in both directions.

Block indicator An instrument that indicates the state of the line between adjacent signal boxes (absolute block signalling).

Block section The section of the line between the section signal of one signal box and the home signal of the next signal box ahead.

Block switch A switch that allows a signal box to be closed by putting the signallers at the signal boxes on both sides into through communication with each other.

Brake van Any vehicle with a brake compartment.

Braking distance The distance a train needs in which to stop or reduce speed, from travelling at a given speed.

C

- Catch points** Points designed to derail vehicles running back on a gradient in the wrong direction. These points may be unworked if trains normally pass over them in one direction only.
- Central door-locking** A secondary locking system fitted to certain slam-door passenger vehicles and controlled by the guard that prevents passengers from opening the doors.
SS1 i2, TW1 i7, TW3 i2.
- Competent person** A person who is passed as being qualified and has the required knowledge and skills to carry out a particular rule, regulation, instruction or procedure.
- Conductor rail** A rail through which electricity is supplied to electric-powered trains.

D

- Defective on-train equipment** On-train equipment that:
- is not performing its intended safety function, either fully or partly
 - is isolated
 - is missing.
- Derailer** A device at an exit from a siding or bay platform that derails an unauthorized movement, so protecting the adjacent line.
- Detection** An electrical or mechanical indication that points are set in the correct position.

Detonator A small disc-shaped warning device, designed to be placed on the railhead for protection and emergency purposes. It explodes when a train passes over it.

Driver only (or DO) train A train that is worked only by a driver and does not have a guard.

Driver's reminder appliance (DRA) A device in a driving cab that allows the driver to set a reminder that the signal ahead is at danger. While the DRA is set, the driver cannot take power.

E

Electrified line A line that is electrified either by 25,000 volts AC overhead lines or by 750 volts DC conductor rails. Local instructions are issued for certain sections of route electrified by 1500 volts DC overhead lines.

Engineering train Includes an on-track machine.

F

Facing point lock Equipment that physically locks facing points so that they cannot move.

Facing points Points where two routes diverge. Includes switch diamonds and swing-nose crossings.

G

Goods line A line that has not been signalled to the standard required for running passenger trains.

Ground frame A control point containing levers or switches to allow points in running lines and sidings, and any associated signals, to be operated locally. This local operation is only possible when the signaller at the controlling signal box gives a release. Also includes a ground-switch panel.

H

Hand points Points that are worked manually by lever independent of any other signalling controls.

Home signal The first stop signal on the approach to a signal box using the absolute block system of signalling.

Hydro-pneumatic points A form of train operated points that are continuously driven to one position hydropneumatically such that facing movements always pass through them in the same direction. Trains themselves operate the points in the trailing reverse direction.

I

In service A train is in service from the time it starts its journey until the time it completes its journey. A vehicle is in service when it forms part of a train which is in service.

Interlocking A general term applied to equipment that controls setting and releasing signals and points to prevent an unsafe condition of the signalling system arising during the passage of trains.

**Intermediate
block home
signal**

A stop signal that controls the exit from an intermediate block section. (Although an intermediate block home signal controls the entrance to an absolute block section, it is referred to as the intermediate block home signal).

**Intermediate
block section**

The line between the section signal and the intermediate block home signal worked by the same signal box in the same direction of travel.

J

Journey

The route between the depot, siding, platform line or other authorised place where the train enters service and the depot, siding, platform line or other authorised place where the train reaches its destination, or:

- is required to reverse before continuing to its destination
- is required to have vehicles attached or detached
- is required to terminate short of its destination, as a result of
 - infrastructure fault
 - line blockage
 - defective on-train equipment
 - any other operational reason.

This also applies to short-distance shunting movements.

Junction signal

A signal that controls more than one running route and can display an indication of route.

K

King lever A lever that, when operated, unlocks other levers.

L

Level crossing Any manned, automatic or open crossing shown in Table A of the Sectional Appendix.

Lever Includes a switch, button or workstation control.

LOWS Lookout operated warning system. A lineside warning system, used to warn personnel on or near the line about an approaching train. It is operated by a lookout.

M

Main aspect The following aspects of a colour light signal:

- red
- yellow
- two yellows
- flashing yellow
- two flashing yellows
- green.

Maintenance depot A location defined in a train operator's Contingency Plan with the facilities to repair or replace specified items of defective on-train equipment.

Manned level crossing

Any of the following level crossings:

- Operated locally by a signaller or crossing keeper (MCB or LC)
- Remotely controlled (RC)
- Closed-circuit television (CCTV)
- Traincrew operated (TMO).

Mechanical points

Points that are mechanically operated without any other form of power operation.

N

No-block line

A line on which the signaller does not monitor the condition of the block section.

O

One-train working

Method of signalling on a single line, with or without a train staff, where only one train at a time is permitted.

On-track plant

A road-rail vehicle (RRV) or rail mounted maintenance machine (RMMM) also known as 'in possession only' vehicles.

Open level crossing

An unmanned level crossing that has no barriers, gates or road traffic signals. It has a 'Give Way' sign on each road approach.

Operations control

The general term used for Network Rail Operations Control offices

Out of service A train is out of service between the time that it completes its journey and the time it starts another journey. 14.7

A vehicle is out of service when it forms part of a train that is out of service, or when it has been detached from a train in a depot, siding, platform line or other authorised place. The detraining of passengers does not in itself mean a train has been taken out of service.

Overhead line equipment Wires, suspended over the railway line for supplying electricity to electric trains. This includes associated:

- fittings
- insulators
- feeders
- switches
- jumpers
- return conductors.

Overlap The distance beyond a stop signal up to which the line must be clear before the previous signal can show a proceed aspect.

P

Passenger service A train that is in service carrying passengers.

Permissible speed The maximum permitted speed as shown in the Sectional Appendix.

Pilotman A person who has been appointed to manage the passage of trains over a single line during a failure of equipment, during repairs or due to an obstruction.

Possession limit board A double-sided board, red on both sides, with a red light (which may be steady or flashing). The board also has the word STOP printed on both sides. It is placed in the four foot at the detonator protection for a possession.

Power-operated doors Doors on a train where the opening and closing are controlled by the driver or guard.

Power-operated points Points that are operated by means other than mechanically.

Protection Ways of making sure that a line is protected. This includes keeping signals at danger, placing detonators on the line, using a track circuit operating clip and showing a hand danger signal.

R

Reminder appliance A device or control used to remind the signaller that a particular lever, button or switch must not be operated at all, or used only under certain conditions

Repeater (in a signal box) A dial or indicator in a manual signal box that shows the position of a signal arm and whether the signal lamp is lit.

Right-side failure A failure that does not reduce the protection given by signalling equipment.

Rolling stock technician A person who is authorised and has the necessary technical competence to examine or repair specified items of equipment forming part of a train or vehicle.

Running line A line as shown in Table A of the Sectional Appendix as a passenger line or as a non-passenger line.

Run through (of points) An incident where a movement runs through a trailing set of points that are not set in the correct position for the movement.

S

Section signal A stop signal that controls the entrance to a block section or intermediate block section ahead.

Shunting movement Any movement of a train or vehicle other than a train passing normally along a running line.

Shunting signal A signal that is provided for shunting purposes only.

Siding A line on which vehicles are marshalled, stabled, loaded, unloaded or serviced clear of a running line.

Signal post replacement Key The key used to operate a signal post replacement switch

Signal post replacement switch A switch on the post of an automatic or semi-automatic colour light signal that can be operated by a key to turn it to, and keep it at, danger.

Single line One line is available for movements in both directions.

Station Terminal, depot, yard or halt.

Station limits The line between the home signal and the section signal worked by the same signal box and in the same direction of travel. This does not apply on a track circuit block line.

Stop signal A signal that can show a stop aspect or indication.

Subsidiary signal A semaphore signal used for controlling shunting movements and movements onto occupied tracks. It is always positioned below the main semaphore arm with which it is associated.

T

Tail lamp Includes an illuminated built-in red light or blind.

TASS Tilt authorisation and speed supervision. A system on tilting trains that controls:

- the operation of the tilt system
- the speed of the train on routes where enhanced permissible speeds apply on TASS fitted lines.

Token Any single line token, staff or tablet.

TOWS Train operated warning system. An audible warning system at locations listed in the Sectional Appendix. When switched on, it is used to warn personnel on or near the line about an approaching train.

TPWS	Train protection and warning system. A system by which a train is stopped by an automatic application of the brakes when activated by lineside equipment.
Track circuit	A method of detecting the presence of a train or vehicle on a line. An electrical device, using the rails as an electrical circuit, detects the absence of a train or vehicle. If these rules refer to track circuits, this also includes detection by axle counters unless specially excluded
Track circuit actuator	Equipment provided on certain trains to improve the operation of track circuits
Track circuit block	A method of signalling trains in a section of line using track circuits or other means of automatic train absence detection and without using block instruments.
Track circuit operating clip	A device which, in an emergency can be placed on top of each running rail to operate the track circuit and protect an obstruction.
Track circuit operating device (T-COD)	A special device that can be placed on the line to provide protection by operating the the track circuit, to hold a signal at danger. (Module T2 Protecting engineering work or a hand trolley on a line not under possession applies.)
Traction unit	Locomotive, multiple unit, self-propelled rail vehicle or road-rail vehicle operating in rail mode.
Trailing points	Points where two routes converge.

Train	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.
Traincrew	Driver and guard.
Train describer	Equipment in a signal box that indicates to the signaller the identity of trains.
Train operator	The company responsible for operating a train.
Train Register	The record that signallers keep of: <ul style="list-style-type: none">• train times• other information required by the rules and train signalling regulations to be recorded. It includes an occurrence book or other authorised method.
Train signalling regulations	Instructions for use by the signaller that give details of the rules, regulations and instructions relating to each different kind of signalling system.
Trap points	Facing points at an exit from a siding or converging route that derail an unauthorized movement, so protecting the adjacent line.

U

Unworked points	Points that are not operated from a signal box or ground frame.
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W

Worked points	Points that are operated from a signal box or ground frame.
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Wrong-side failure

A failure that reduces or removes the protection given by signalling equipment.

Y

Your employer

The company, or subsidiary of a larger organisation for whom you work.

Rule Book Forms

This table indicates which operational forms apply to particular Rule Book modules.

Form No.	Title	Version	Module	Page
RT3112	Form AE Blocking of Lines for Electric Traction Purposes	Dec 03	AC2	21
RT3113	Form AT Blocking of Lines for Electric Traction Purposes	Dec 03	AC2	22
RT3114	Form AS Blocking of Lines for Electric Traction Purposes	Dec 03	AC2	24
RT3114	Overhead Line Permit	Jun 07	AC2	29
RT3154	Pilotman's Form for Working of Single and Bi-Directional Lines by Pilotman	Dec 03	P2	8
RT3155	Signaller's Form for Working of Single and Bi-Directional Lines by Pilotman	Dec 03	P2	10
RT3156	Driver's Ticket for Working of Single and Bi-Directional Lines by Pilotman	Dec 03	P2	16
RT3177	Modified Working Arrangements	Dec 07	P2	27
RT3181	Line Blockage Form (T12/T2)	Jun 06	T2 T12	57 20
RT3183	Agent's Point Setting Form	Dec 03	T5	28
RT3184	Temporary Block Working Ticket	Dec 03	T8 S5	25 21
RT3185	Reporting a Signal/AWS/TPWS/ATP/TVM Failure or Irregularity	Feb 05	S3	17
RT3186	Release of Signalling Controls	Dec 07	T1A	33
RT3187	Signal Engineering Work	Jun 07	T1A	13
RT3188	Activation of TPWS other than when a signal has been passed at danger (SPAD)	Feb 05	TS1	64
RT3189	Signal Passed at Danger (SPAD)	Feb 05	TS1	65
RT3191	Pilotman's Single Line Working Form	Dec 03	P1	12
RT3192	Signaller's Single Line Working Form	Dec 03	P1	14
RT3193	Driver's Single Line Working Ticket	Dec 03	P1	33
RT3198	Record of Possession Arrangements	Jun 07	T3	62
RT3199	Engineering Supervisor's Certificate	Jun 07	T3 T7	64 (*)
RT9909	COSS Record of Arrangements and Briefing Form	Dec 03	T6 T7	18 68

* - Example of RT3199 in T7 has been superseded by updated version (June 2007)

Metric Measurement Conversion Table

This table is to enable Rule Book lengths less than 3 metres to be converted into approximate imperial measurements. The Modular Rule Book GE/RT8000 uses metric measurements consistently:

- Above 3 metres imperial equivalent is shown, miles or yards.
- From 3 metres to 1 metre, metric only is used.
- Below 1 metre, metric only in millimetres (mm) is used.

Metric	Imperial
50mm	2 inches
75mm	3 inches
100mm	4 inches
150mm	6 inches
200mm	8 inches
300mm	12 inches
450mm	18 inches
600mm	2 feet
1 metre	3 feet
1.25 metres	4 feet
1.75 metres	6 feet
2 metres	6 feet 6 inches
2.75 metres	9 feet
3 metres	10 feet



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172

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