

GE/RT8000/S4
Rule Book

Trains or shunting movements detained, or vehicles left, on running lines

Issue 3

October 2008

Comes into force 06 December 2008



**Published by:
Rail Safety and Standards Board
Evergreen House
160 Euston Road
London NW1 2DX**

**Contents approved by Traffic Operation and Management
Standards Committee.**

For information regarding the Rule Book, contact:



enquirydesk@rssb.co.uk

**First issued June 2003
Issue 3, October 2008
Comes into force 06 December 2008**

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You will need this module if you carry out the duties of a:

- driver
- shunter
- signaller.

Conventions used in this module	Example
A black line in the margin indicates a change to that rule and is shown when published in the module for the first time.	
Green text in the margin indicates who is responsible for carrying out the Rule.	driver
A white i in a blue box indicates that there is information provided at the bottom of the page.	
<div style="border: 2px solid red; padding: 5px;">A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.</div>	

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1 Reminding the signaller

*The person responsible: **driver, signaller***

driver

When your train is detained at a signal at danger on a running line, you must remind the signaller by the means shown in section 2, 3 or 4 of this module.

Except as otherwise shown in this module, you must contact the signaller as soon as possible.

However, you can wait for up to two minutes before contacting the signaller if you can see an obvious reason for the signal to be at danger such as:

- the section ahead being occupied by a train
- a conflicting movement being made at a junction.

You must tell the signaller:

- your train reporting number
- the letters and number of the signal at which your train is detained.

If you have to use NRN radio, a mobile phone or any other telephone which is not the signal post telephone at which your train is standing, you must first make sure:

- you are speaking to the correct signaller
- the signaller clearly understands at which signal, and on which line, your train is standing.

If your train is required to wait at the signal, the signaller will tell you the reason for the delay and instruct you to 'wait for the signal' to clear.

The driver of a train detained at a signal at danger on a running line, must remind you by the means shown in section 2, 3 or 4.

signaller

Except as otherwise shown in this module, the driver must contact you as soon as possible.

However, the driver can wait for up to two minutes before contacting you if the driver can see an obvious reason for the signal to be at danger such as:

- the section ahead being occupied by a train
- a conflicting movement being made at a junction.

The driver must tell you:

- the train reporting number
- the letters and number of the signal at which the train is detained.

If a driver has to use NRN radio, a mobile phone or any other telephone which is not the signal post telephone where the train is standing, you must first make sure:

- the driver is speaking to the correct signaller
- you clearly understand at which signal and on which line the train is standing.

If the train is required to wait at the signal, you must:

- briefly tell the driver the reason for the delay
- instruct the driver to 'wait for the signal'.

2 Train detained at a signal with a telephone

The person responsible: **driver, signaller**

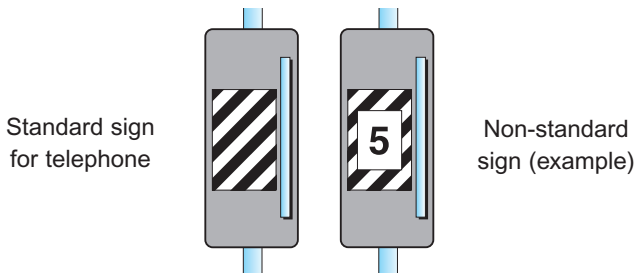
2.1 Contacting the signaller

a) Standard arrangement

driver

You must contact the signaller by using the signal post telephone associated with the signal.

If GSM-R radio or cab secure radio (CSR) is available, you must use this to contact the signaller rather than the signal post telephone. You must only use the signal post telephone if it is not possible to use GSM-R or CSR.



b) Non-standard arrangement

If there is a number on the telephone sign associated with the signal, instead of contacting the signaller as shown in section 1 of this module, you must do so within the number of minutes shown on the sign.

At **all** signals in a specified area, you must not wait longer than the time shown in the *Sectional Appendix*.

c) Contacting the signaller again

If your train is required to stay at any signal, you must contact the signaller every five minutes unless the signaller gives you other instructions.

driver

The signaller may ask for your mobile phone number so that the signaller may contact you if necessary.

d) Limited clearance at signal post telephones

If there is a sign indicating limited clearance at a signal post telephone, you must contact the signaller as shown in section 4.

e) Standard arrangement

The driver must contact you by using the signal post telephone associated with the signal.

signaller

If GSM-R radio or cab secure radio (CSR) is available, the driver must use this to contact you rather than the signal post telephone. The driver must only use the signal post telephone if it is not possible to use GSM-R or CSR.

f) Non-standard arrangement

If there is a number on the telephone sign associated with the signal, the driver, instead of contacting you as shown in section 1 of this module, must do so within the number of minutes shown on the sign.

At **all** signals in a specified area, the driver must not wait longer than the time shown in the *Sectional Appendix*.

g) Contacting the signaller again

signaller

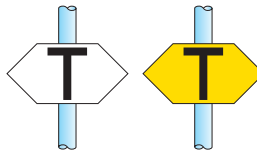
If the train is required to stay at any signal, the driver must contact you every five minutes unless given other instructions by you.

You may ask for the mobile phone number of the driver if you believe it would be better to contact the driver.

h) Limited clearance at signal post telephones

If there is a sign indicating limited clearance at a signal post telephone, the driver must contact you as shown in section 4.

i) If there is a yellow or white diamond with the letter T at the signal



driver

If there is a yellow or white diamond sign with the letter 'T' at the signal, you do not need to remind the signaller of the presence of your train.

However, if the white light at the signal flashes, you must contact the signaller **immediately** using the telephone provided.

signaller

If there is a yellow or white diamond sign with the letter 'T' at the signal, the driver does not need to remind you of the presence of the train.

If you need to communicate with the driver by telephone, you must use the white flashing light to indicate this.

When the white light at the signal flashes, the driver must contact you **immediately** using the telephone provided.

2.2 Signaller's response

You must answer any call from a signal post telephone as quickly as possible.

signaller

2.3 If the telephone at the signal has failed

If the telephone at the signal at which your train is standing has failed, you must contact the signaller in the quickest way possible by:

driver

- using a mobile phone or NRN radio
- using the telephone at another signal
- using a lineside telephone
- going to the signal box.

If the telephone at the signal at which the train is standing has failed, the driver must contact you in the quickest way possible by:

signaller

- using a mobile phone or NRN radio
- using the telephone at another signal
- using a lineside telephone
- going to the signal box.

3

Train detained at a signal with no telephone

The person responsible: driver, signaller

3.1 Telling the signaller

driver

When your train has stopped, you must take the following action depending on the type of signal.

a) If the signal has a white diamond sign with a telephone number displayed



A white diamond sign at a signal means that the presence of the train or shunting movement is indicated to the signaller by a track circuit.

If GSM-R radio or CSR is available, you must use this to contact the signaller.

If you do not have GSM-R radio or CSR, or it is cannot be used, you must contact the signaller by mobile phone or NRN radio, if available, using the telephone number shown on the plate.

If you still cannot contact the signaller, you must carry out the relevant instructions in section 4.3 of this module unless the signal clears.

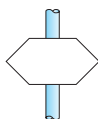
signaller

If GSM-R radio or CSR is available, the driver must use this to contact you.

If GSM-R radio or CSR is not available, or cannot be used, the driver will contact you by mobile phone or NRN radio, if available, using the telephone number on the plate.

If still unable to contact you, the driver must carry out the relevant instructions in section 4.3 of this module, unless the signal clears.

b) If the signal has a white diamond sign with no telephone number displayed



A white diamond sign at a signal means that the presence of the train or shunting movement is indicated to the signaller by a track circuit.

If GSM-R radio or CSR is available, you must use this to contact the signaller.

If you do not have GSM-R radio or CSR, or it cannot be used, you must contact the signaller by mobile phone or NRN radio, if available, using the telephone number for the signal box concerned.

If you still cannot contact the signaller, you must either:

- use the telephone at another signal
- use a lineside telephone
- go to the signal box.

You must do this:

- after your train has been detained at the signal an unusually long time, or
- after not more than 10 minutes in all cases.

signaller

driver

signaller

If GSM-R radio or CSR is available, the driver must use this to contact you.

If GSM-R radio or CSR is not available, or it cannot be used, the driver will contact you by mobile phone or NRN radio, if available, using the telephone number of your signal box.

If the driver still cannot contact you, the driver will:

- use the telephone at another signal
- use a lineside telephone
- go to the signal box.

The driver must do this:

- after the train has been detained at the signal an unusually long time, or
- after not more than 10 minutes in all cases.

c) If there is no white diamond sign at the signal

driver

If GSM-R radio or CSR is available, you must use this to contact the signaller.

If you do not have GSM-R radio or CSR, or it cannot be used, you must contact the signaller by mobile phone or NRN radio, if available, using the telephone number for the signal box concerned.

If you still cannot contact the signaller, you must either:

- use the telephone at another signal
- use a lineside telephone
- go to the signal box.

During fog or falling snow, you must always contact the signaller immediately.

If GSM-R radio or cab secure radio (CSR) is available, the driver must use this to contact you.

If GSM-R radio or CSR is not available, or it cannot be used, the driver will contact you by mobile phone or NRN radio, if available, using the telephone number of your signal box.

If the driver still cannot contact you, the driver will:

- use the telephone at another signal
- use a lineside telephone
- go to the signal box.

During fog or falling snow, the driver must always contact you immediately.

3.2 Section signal at danger

During fog or falling snow, the signaller will not allow you to draw forward to a semaphore section signal that is at danger unless:

- the train will stay within the signaller's view, or
- there is a track circuit to remind the signaller of the presence of your train.

signaller

driver

4

Limited clearance at signal post telephones

The person responsible: driver, signaller

driver Where there is limited clearance at a signal post telephone, as indicated by the sign associated with the signal, you must carry out the following instructions.

signaller Where there is limited clearance at a signal post telephone, as indicated by the sign associated with the signal, the driver must carry out the following instructions.

4.1 Limited clearance warning sign

driver Where there is a limited clearance warning sign but no white or yellow diamond sign with the letter X shown at the signal, you may use the telephone because:

- it is in a position of safety in relation to the adjacent running line, and
- protection is provided by the presence of your train.



4.2 White diamond with a telephone number displayed



If you do not have GSM-R radio or CSR, or it cannot be used, you must contact the signaller by mobile phone or NRN radio, if available, using the telephone number on the plate.

driver

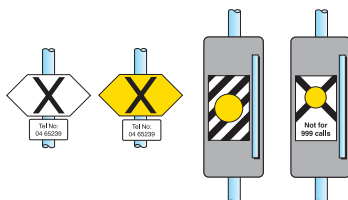
If you cannot contact the signaller, you must carry out the relevant instructions in section 4.3 below unless the signal clears.

If GSM-R radio or CSR is not available, or it cannot be used, the driver will contact you by mobile phone or NRN radio, if available, using the telephone number on the plate.

signaller

If not able to contact you, the driver must carry out the relevant instructions in section 4.3 below unless the signal clears.

4.3 Yellow or white diamond with the letter X, or yellow roundel on the telephone cabinet



You must not leave your cab to contact the signaller by telephone, except in an emergency.

driver

If you do not have GSM-R radio or CSR or it cannot be used, you must contact the signaller by mobile phone or NRN radio, if available, using the telephone number shown on the plate.

driver If you cannot contact the signaller, you must follow the instructions shown in a) or b) below unless the signal clears.

signaller The driver must not leave the cab to contact you by telephone, except in an emergency.

If GSM-R radio or CSR is not available, or it cannot be used, the driver will contact you by mobile phone or NRN radio, if available, using the telephone number on the plate.

If not able to contact you, the driver will carry out the relevant instructions shown in a) or b) below unless the signal clears.

a) At an automatic signal

driver You must:

- pass the signal at danger and proceed as far as the next stop signal (see module S5 *Passing a signal at danger*)
- **stop** at the next stop signal and contact the signaller, even if the signal is showing a proceed aspect
- if there is one of the above signs at that signal as well, carry out the relevant instructions in this section 4.3.

signaller The driver must:

- pass the signal at danger and proceed as far as the next stop signal (see module S5 *Passing a signal at danger*)
- **stop** at the next stop signal and contact you, even if the signal is showing a proceed aspect
- if there is one of the above signs at that signal as well, carry out the relevant instructions in this section 4.3.

b) At any other signal

You must stay in your cab and wait until you are told by a competent person or the driver of a train on another line that:

driver

- the signaller has blocked the line adjacent to the telephone, and
- it is safe to get down from your cab to use the telephone.

You must arrange for trains on the line adjacent to the telephone to be stopped.

signaller

You must then arrange for a competent person to tell the driver of the detained train that:

- the (named) line is blocked, and
- it is safe to get down from the cab to use the telephone.

If no competent person is available, you must instruct the driver of a train which is to pass on **another** line to:

- stop opposite the driving cab of the detained train, and
- relay your message to the driver of the detained train.

You must not resume normal working on the line adjacent to the telephone until you are sure that the train has proceeded from the signal at which it was detained.

5

Shunting movement detained or vehicles left on a running line

The person responsible: driver, shunter, signaller

5.1 Shunting movement detained

driver

When your shunting movement has been detained an unusually long time, you must remind the signaller in the quickest way possible. This may mean that you have to go to the signal box.

You may send the shunter (if provided) to the signal box by either:

- speaking to the shunter direct, or
- sounding six blasts on the horn (3 short / 3 short).

shunter

When your shunting movement has been detained an unusually long time, the signaller must be reminded in the quickest way possible. This may mean that the driver or you have to go to the signal box.

The driver may send you to the signal box by either:

- speaking to you direct, or
- sounding six blasts on the horn (3 short / 3 short).

signaller

When a shunting movement has been detained an unusually long time, the driver must remind you in the quickest way possible. This may mean that the driver has to go to the signal box.

The driver may send the shunter to the signal box.

5.2 Vehicles or traction units left on a running line during shunting

When you leave vehicles or traction units on a running line, you must:

- first tell the signaller, unless the method of working is routine at that location or for that movement
- secure the vehicles
- place a red light on the rear end of the vehicles, or on both ends when on a single or bi-directional line.

When vehicles or traction units are left on a running line, the shunter, or the driver of an unaccompanied traction unit, must first tell you, unless the method of working is routine at that location or for that movement.

shunter (or
driver of an
un-
accompanied
traction unit)

signaller

6

Going to the signal box

The person responsible: driver, shunter, signaller

6.1 Driver's or shunter's actions

**driver,
shunter**

If you have to go to the signal box, as shown in section 2.3, 3.1 or 5.1, on arriving there, you must:

- remind the signaller of the presence of your train or shunting movement
- write in the Train Register:
"Train no. detained on line
at signal"
- sign your entry and enter the time (*the signaller will countersign your entry*)
- get the signaller's assurance that reminder appliances have been used where necessary.

You must then return to your train immediately.

6.2 Signaller's actions

A driver or shunter who has to go to the signal box, as shown in section 2.3, 3.1 or 5.1, on arriving there must:

signaller

- remind you of the presence of the train or shunting movement
- write in the Train Register:
"Train no. detained on line
at signal"
- sign the entry and enter the time.

You must:

- countersign the Train Register entry
- confirm to the driver or shunter that you have used reminder appliances where necessary.

The driver or shunter must then return to the train immediately.



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