

GE/RT8000/S5  
Rule Book

# Passing a signal at danger

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

- driver
- signaller
- guard
- shunter.

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## 1

## Part A Passing a signal at danger on the signaller's authority

### When a signal can be passed at danger

*The people responsible: **signaller, driver***

#### 1.1 Signaller's authority

You may authorise a signal to be passed at danger only in the following circumstances:

**signaller**

#### **Defective equipment**

- 1 The signal is defective or disconnected.
- 2 The signal cannot be cleared because signalling or level crossing equipment has failed.

#### **Movements**

- 3 The signal is to be passed at danger for shunting purposes.
- 4 The signal cannot be cleared because a train or movement which has reversed is then required to start from beyond that signal.
- 5 An electric train is to pass the signal protecting an isolated section or sub-section and proceed towards the limiting point.
- 6 The section signal cannot be cleared because of an obstruction immediately beyond the home signal of the next signal box.

**signaller**

- 7 An engineering train is to:
- move towards a possession, or
  - leave a line under possession at an intermediate point.
- 8 A train is to pass the signal protecting engineering work under the requirements of module T2 *Protecting engineering work or a hand trolley on a line not under possession* to gain access to:
- a station where the train is required to start back
  - a line under single line working
  - a siding.
- 9 The line is to be examined to check that it is clear.
- 10 Not used.
- 11 A train is to proceed at caution through an absolute block section from the signal box in rear when a failed train has been removed.
- 12 A train is to enter the section after:
- a train or vehicle that has proceeded without authority has been removed, or
  - the front portion of a divided train has passed through the section.

**Engineering work****Checking**

**Clearing  
the line**

- 13 A train is to pass the signal to:
- assist a failed train
  - evacuate passengers from a failed train
  - remove a portion of a divided train
  - remove a train or vehicles that have proceeded without authority.

**signaller****Pilotman  
working**

- 14 Single line working applies.
- 15 Working by pilotman applies.

## 1.2 Driver getting authority

You can only pass a signal at danger with authority in any of the circumstances described in Part A section 1.1 of this module.

**driver**

Before passing a signal at danger, you must get the personal authority of:

- the signaller
- the pilotman or handsignaller acting on the signaller's instructions, or
- another competent person where authorised in the rules.

You must clearly understand what is required and how far the movement can go.

# 2

## Signaller's precautions before authorising the movement

The person responsible: **signaller**

### 2.1 Making sure the line is safe

**signaller**

You must make sure:

- the portion of line concerned is clear and safe for the movement as required by the train signalling regulations
- the barriers or gates at any manned level crossings are closed to road traffic
- all points are in the required position and locked by facing point locks, where provided (see also section 2.2 on this page)
- any ground-frame release giving access to the route is 'normal' unless it is to be operated for the movement
- you have all 'normal' or 'reverse' indications
- reminder appliances are used as necessary.

### 2.2 Setting the route correctly on a panel or workstation

#### a) Operating individual point controls

**signaller**

Where *Signal Box Special Instructions* (including Route Cards or Route Lists) on passing signals at danger apply, you must:

- operate the points to the position shown in the instructions
- check that you have the correct indications
- ask a competent person, if present, to check the route setting.

**b) Calling the route**

After you have carried out the instructions in Part A sections 2.1 and 2.2 a) of this module, you must call the route, if you can, to get the security of the interlocking.

**signaller**

However, you must not call the route if:

- you need to keep the route entrance signal at danger for any reason, unless the signalling technician has disconnected the signal, or
- there is a track circuit failure in the route concerned.

**c) When it is not possible to call the route**

Before you authorise the movement, you must stop any train on an adjacent or opposite line that could be fouled by the movement if the route is set incorrectly.

By taking this important precaution, you will reduce the risk of conflicting movements should the points be set incorrectly.

When one train has passed safely over the affected route, you may allow trains to run without restriction on other lines.

However, you must not do this if you have changed the position of any points in the route.

## 2.3 Setting the route correctly where there is a lever frame

### signaller

You must operate the signal lever concerned if the signal to be passed at danger:

- is defective
- is disconnected, or
- cannot be cleared because signalling equipment has failed.

If you cannot operate the lever or the signal is to be passed at danger for any other reason, you must:

- reverse all levers that usually release the signal lever concerned
- normalise all levers that usually lock the signal lever concerned.

## 2.4 Failure of power-operated points

### signaller

You must arrange for the points to be operated by hand if any of the following applies:

- Any power-operated points cannot be operated from the signal box.
- You cannot get 'normal' or 'reverse' indications.
- You cannot get a 'normal' indication from a ground-frame release.

You must also work the relevant lever to correspond with the required position of the equipment. You must do this even if the points or facing point lock (or both) are disconnected.

See also module T5 *Operating power-operated points by hand*.

## 2.5 Failure of mechanically operated points

### a) Checking

You must arrange for mechanically operated points to be checked if any of the following applies:

signaller

- They cannot be operated from the signal box.
- They cannot be locked from the signal box (where this facility is provided).
- You cannot get the required indications.
- You cannot get a 'normal' indication from a ground-frame release.

You must tell the person checking the points to make sure that:

- the points are in the required position, and
- all points which are facing to the movement are secured.

### b) Levers operating points and facing point locks

You must work the relevant levers to correspond with the required position of the equipment. You must do this even if the points or facing point lock (or both) are disconnected.

### c) Interlocking

If the interlocking is out of order (and *Signal Box Special Instructions* do not apply), you must make sure:

- the facing points on any other line are set to avoid conflicting movements normally prevented by the interlocking, and
- the signals for these conflicting movements are at danger.

See also module T1A *Work on signalling equipment*.

# 3 Authorising the movement

The people responsible: **signaller, driver**

## 3.1 Instructions from the signaller

### a) Instructing the driver

**signaller**

You must tell the driver,:

- why the signal needs to be passed at danger
- how far the movement can proceed
- whether the signal is equipped with train protection and warning system (TPWS).

You must instruct the driver to proceed at caution and be prepared to stop short of any obstruction.

You must also tell the driver to proceed at caution if single line working, working by pilotman, or temporary block working is in operation and the train is to enter the section to:

- allow the driver to check if it is clear
- assist a failed train, or
- remove a portion of a divided train.

You must make sure the driver clearly understands what is required before instructing the driver to pass the signal at danger.

### b) SPAD indicator

You must tell the driver to pass any SPAD indicator which may be lit by the movement. (You must carry out the relevant *Signalbox Special Instructions* on SPAD indicators.)

### c) Level crossings

#### Manned crossing

signaller

You must instruct the driver to approach at caution any manned level crossing and check it is safe before passing over it.

#### Automatic crossing

You must instruct the driver to approach at caution and check it is safe before passing over any automatic level crossing that will not operate normally for the movement.

#### Barrow or foot crossing

You must instruct the driver to approach at caution and check it is safe before passing over any barrow or foot crossing with white-light indications that will not operate normally for the movement.

## 3.2 Instructions through a pilotman or handsignaller

You must make sure that the pilotman or handsignaller clearly understands:

signaller

- what the driver must be told, and
- to work only to your instructions.

You must tell the handsignaller if the instructions have already been given to the driver.

### 3.3 Red handsignal at a signal

**driver**

If there is a handsignaller at a signal to authorise you to pass it at danger, the handsignaller will:

- show a red handsignal until you bring your train to a stand
- keep one detonator on the line to which the signal applies.

After getting permission from the signaller for your train to pass the signal at danger, the handsignaller will:

- give you the necessary instructions
- reach a clear understanding with you
- tell you not to move your train until a yellow handsignal is shown
- remove the detonator from the line
- show a yellow handsignal.

You must not move your train until the handsignaller shows a yellow handsignal. (This is because the handsignaller is going to remove the detonator from the line.)

### 3.4 Yellow handsignal at a signal

**driver**

You must only accept a yellow handsignal shown at a signal as authority to pass a signal at danger if either of the following circumstances apply:

- You have stopped your train at the signal and the handsignaller has given you the necessary instructions (see section 3.3 on this page).
- The signaller has already told you about the circumstances and has instructed you to obey the handsignal shown at the signal. In this case you do not need to stop your train if a yellow handsignal is shown at the signal.

Unless you have been instructed to pass the signal at danger, you must stop at it.

driver

### 3.5 Passing a section signal at danger for shunting purposes

If you need to pass a section signal at danger for shunting purposes, you must get the authority of the signaller.

driver

When you have completed the shunting, you must not proceed on the journey until:

- the section signal is cleared, or
- the signaller gives authority.

### 3.6 Where TPWS is provided

You must operate the temporary isolation switch when you are authorised to enter:

driver

- a section of line where temporary block working is in operation
- a single line when working by pilotman is in operation, and you have to pass more than one signal at danger
- a line which is under possession as described in module T3 *Possession of the line for engineering work*.

When leaving that section of line, you must reinstate the TPWS.

# 4

## During the movement

*The people responsible: driver, signaller*

### 4.1 Driver's actions

#### a) Before starting

**driver**

You must:

- reset the driver's reminder appliance (DRA)
- operate the TPWS train-stop override button
- give one long blast on the horn.

#### b) AWS indications

You must:

- disregard the AWS indication and cancel any warning indication
- if you have to pass a SPAD indicator which is lit, cancel any AWS warning indication you receive.

#### c) Points or crossings

You must approach at caution any facing points, switch diamonds or swing-nose crossings and make sure, if possible, that they are in the correct position.

You must not pass over these points or crossings at more than **15 mph.**

#### d) Train speed

You must proceed at a safe, reduced speed based on:

driver

- the train's braking capability
- the distance ahead which you can see is clear, allowing for:
  - darkness, fog or falling snow
  - curvature of the line
  - anything else affecting your view.

You must always be able to stop within the distance you can see to be clear.

However, you are allowed to travel at a higher speed in any of the following circumstances:

- **Single line working** (see module P1 *Single line working*)

##### **Right direction**

Do not reduce your speed from that permissible other than at locations where you have to proceed at caution.

##### **Wrong direction**

Reduce your speed from that permissible and do not exceed **50 mph**.

- **Working of single and bi-directional lines by pilotman** (see module P2 *Working single and bi-directional lines by pilotman*)

Do not reduce your speed from that permissible other than at locations where you have to proceed at caution.

- **Temporary block working** (Part A section 5 of this module)  
Reduce your speed from that permissible and do not exceed **50 mph**.

**e) Level crossings****Manned crossing****driver**

You must approach at caution any manned level crossing and not pass over it until you are sure it is safe to do so.

**Automatic crossing**

You must approach at caution and check it is safe before passing over any automatic level crossing that the signaller has told you will not operate normally for the movement.

**Barrow or foot crossing**

You must approach at caution and check it is safe before passing over any barrow or foot crossing with white-light indications that the signaller has told you will not operate normally for the movement.

**f) Next stop signal**

If you can see that the next stop signal ahead is displaying a proceed aspect, you must not assume the line ahead is clear for your train.

(This is because the signal might have been cleared for a train ahead that is near to the signal and which you cannot see.)

**4.2 Signaller protecting the movement****signaller**

You must not work any lever that has been operated to protect the movement.

Until the movement has passed clear of the last points in the route involved, or the track circuit controlling these points, you must not allow the release of any points that have been secured.

# 5

## Temporary block working

*The person responsible: driver*

### 5.1 Preconditions

Temporary block working may be introduced in track circuit block areas (other than on a single line) when there is extensive failure or disconnections of signalling equipment.

driver

It allows you to pass at danger two or more consecutive signals which normally display a main aspect.

There will be a handsignaller at the entrance and exit signals to relay the signaller's instructions to you.

### 5.2 Temporary Block Working Ticket

Before entering the temporary block working section, you must have form RT3184 Temporary Block Working Ticket (see example on page 21) which is valid for your train only.

driver

There are only two exceptions to this rule:

- When a train is worked by two or more locomotives, the ticket will be shown to the driver of each locomotive and then handed to the driver of the leading locomotive.
- If you have to enter an obstructed section to assist a failed train or remove a portion of a divided train, the signaller will give you authority and tell you the location of the obstruction.

### 5.3 At the entrance signal

**driver**

At the entrance signal you must obey the red handsignal that the handsignaller will show to you until you bring your train to a stand.

After getting permission from the signaller for your train to pass the signal at danger, the handsignaller will:

- give you the necessary instructions
- hand to you a completed RT3184 Temporary Block Working Ticket
- tell you not to move your train until you are shown a yellow handsignal
- remove a detonator from the line
- show a yellow handsignal.

You must not move your train until the handsignaller shows a yellow handsignal. (This is because the handsignaller is going to remove the detonator from the line.)

You must tell the guard (if provided) that temporary block working is in operation.

You must operate the TPWS temporary isolation switch before entering the section.

### 5.4 During the movement

**driver**

You must obey the instructions on the RT3184 Temporary Block Working Ticket.

You must not pass over any facing points at more than **15 mph** unless they have been secured out of use and details have been recorded on the RT3184 Temporary Block Working Ticket.

## Example of form RT3184

driver

<b>RT 3184</b>
<i>December 2003 (Side 1 of 1)</i>
<b>TEMPORARY BLOCK WORKING TICKET</b>
<b>INSTRUCTIONS</b>
Temporary Block Working applies over the line _____
between signal No. _____ at _____
and signal No. _____ at _____
When authorised to proceed, the Driver must:-
<ul style="list-style-type: none"> <li>• Pass signal No. _____ at Danger</li> <li>• Ignore signal Nos. _____ _____ _____</li> <li>• Run at reduced speed and <b>NOT EXCEED 50 mph</b></li> <li>• Approach at caution and check that it is safe to pass over level crossings at:- _____ _____ _____</li> <li>• <b>NOT EXCEED 15 mph OVER ANY FACING POINTS</b></li> <li>• Observe the following additional instructions _____ _____ _____</li> <li>• Stop at signal No. _____ and give up this ticket</li> </ul>
<b>AUTHORITY</b>
Authority for train No. _____
Given by Signaller at _____
At time/date _____

**driver**

You must:

- disregard the AWS indication and cancel any warning indication for the signals to be passed at danger
- travel at reduced speed and not exceed **50 mph**.

You must proceed at caution if you have to:

- check that the line is clear
- assist a failed train, or
- remove a portion of a divided train.

## 5.5 At the exit signal

**driver**

At the exit signal you must obey the red hand signal that the handsignaller will show to you until you bring your train to a stand.

You must:

- hand the RT3184 Temporary Block Working Ticket to the handsignaller
- reinstate the TPWS.

You must not move your train, even if the signal clears, until the handsignaller gives you permission to do so. (This is because the handsignaller is going to remove a detonator from the line.)

You must then carry out the handsignaller's instruction to proceed when the **signal clears**.

If you are required to pass the signal at danger, the handsignaller will authorise you to do this and show a yellow hand signal.

## 1

# Part B Drivers passing a signal at danger on their own authority

## Circumstances

*The person responsible: driver*

### 1.1 If the driver cannot contact the signaller

If the signal telephone is defective and you cannot contact the signaller in any other way, you can pass any of the following types of signal at danger on your own authority:

driver

- an automatic signal
- a semi-automatic signal when the controlling signal box or ground frame is closed
- an intermediate block home signal.

### 1.2 If the signal box controlling any type of signal is closed

You can pass any type of signal at danger on your own authority if the signal is controlled from a signal box that you have confirmed is closed.

driver

# 2

## Passing an automatic, semi-automatic or intermediate block home signal at danger

*The person responsible: driver*

### 2.1 Driver's authority

**driver**

If you cannot contact the signaller, you may pass the signal at danger on your own authority.

### 2.2 Before starting

**driver**

You must:

- reset the DRA
- operate the TPWS train stop override button
- give one long blast on the horn.

If it is a semi-automatic signal, you must also make sure that:

- the controlling signal box or ground frame is closed
- any points, switch diamonds or swing-nose crossings worked from that signal box or ground frame are set correctly for the movement.

### 2.3 During the movement

#### a) Points or crossings

**driver**

You must approach at caution any facing points, switch diamonds or swing-nose crossings and make sure, if possible, that they are in the correct position.

You must not pass over these points or crossings at more than **15 mph**.

**b) Other precautions**

You must:

driver

- enter a tunnel only when you are sure it is clear all the way through and proceed at no more than **10 mph**
- pass over any automatic level crossing only when you are sure it is safe to do so.

**c) Train speed**

You must proceed at a safe, reduced speed, even if the line appears to be clear, because of the possibility of a broken rail or people working on or near the line.

You must base your speed on:

- the train's braking capability
- the distance ahead that you can see is clear, allowing for:
  - darkness, fog or falling snow
  - curvature of the line
  - anything else affecting your view.

You must always be able to stop within the distance you can see to be clear.

## 2.4 At the next stop signal

### a) Contacting the signaller

driver

You must stop at the next stop signal and contact the signaller even if the signal is displaying a proceed aspect.

If there is no telephone at the signal, or the telephone is not working, you must contact the signaller in the quickest possible way before proceeding.

### b) Passing the signal at danger

If you cannot contact the signaller and the signal is at danger, you may pass the signal on your own authority if it is one of the following types:

#### **Automatic, semi-automatic or intermediate block home signal**

You must again carry out the requirements of Part B sections 2.1 to 2.3 of this module.

#### **Controlled signal**

You must carry out the requirements of Part B sections 3.1 to 3.4 of this module.

# 3

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

*The person responsible: driver*

### 3.1 Preconditions

You are allowed to pass a controlled signal at danger on your own authority only if you have confirmed that the controlling signal box is closed.

driver

### 3.2 Before starting

You must make sure that any points, switch diamonds or swing-nose crossings worked from the signal box that is closed are set correctly for the movement.

driver

You must:

- reset the DRA
- operate the TPWS train stop override button
- give one long blast on the horn.

### 3.3 During the movement

#### a) AWS indications

You must:

- disregard the AWS indication and cancel any warning indication
- if you have to pass a SPAD indicator that is lit, cancel any AWS warning indication you receive.

driver

### b) Points or crossings

driver

You must:

- approach at caution and not pass over any facing points, switch diamonds or swing-nose crossings at more than **15 mph**
- make sure, if possible, that they are set correctly for the movement.

### c) Other precautions

You must:

- enter a tunnel only when you are sure it is clear all the way through and proceed at no more than **10 mph**
- pass over any automatic level crossing only when you are sure it is safe to do so.

### d) Train speed

You must proceed at a safe, reduced speed, even if the line appears to be clear, because of the possibility of a broken rail or people working on or near the line.

You must base your speed on:

- the train's braking capability
- the distance ahead that you can see is clear, allowing for:
  - darkness, fog or falling snow
  - curvature of the line
  - anything else affecting your view.

You must always be able to stop within the distance you can see to be clear.

### 3.4 Next stop signal or signal box

You must:

driver

- proceed as far as the next stop signal
- repeat the requirements of Part B sections 3.2 and 3.3 of this module at any other controlled signal at danger that is operated from the same signal box
- at the first opportunity, contact the signaller at the next signal box ahead.

## 1

## Part C Passing a signal at danger without authority

### Driver's actions

*The person responsible: driver (or person controlling the movement)*

#### 1.1 Passing a signal at danger

**driver (or person controlling the movement)**

If you pass a signal at danger without authority, you must:

- stop the train immediately
- tell the signaller that the signal has been passed at danger
- answer the questions the signaller asks you.

You must not proceed until the signaller gives permission.

#### 1.2 Seeing a SPAD indicator lit

**driver (or person controlling the movement)**

If you see a SPAD indicator lit, you must:

- stop the train immediately
- contact the signaller quickly.

You must carry out this instruction even if the SPAD indicator applies to a signal on another line.

# 2 Signaller's actions

*The person responsible: **signaller***

## 2.1 Immediate actions

You must carry out the instructions shown in regulation 15 of module TS1 *General signalling regulations*.

**signaller**

## 2.2 Contacting the driver

You must make sure the driver:

- is told of the circumstances, and
- contacts you immediately.

**signaller**

## 2.3 Recording and reporting the incident

You must carry out the instructions shown in regulation 15 of module TS1 *General signalling regulations*.

**signaller**

## 2.4 Dealing with abnormal situations

### signaller

You must treat as defective and tell Operations Control about:

- any signal or TPWS equipment you are not sure is working correctly
- any points which have been run through, whether or not damage is obvious.

If the driver reports that the SPAD resulted from exceptional railhead conditions, you must carry out the instructions in section 17 of module TW1 *Preparation and movement of trains: General*.

## 2.5 Authority for the train to proceed

### signaller

You must not allow the train involved to proceed until authorised by Operations Control.

<b>The term</b>	<b>Includes or means:</b>
<b>Absolute block</b>	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.
<b>Aspect</b>	The indication of a colour light signal that the driver sees.
<b>Automatic level crossing</b>	Any of the following level crossings: <ul style="list-style-type: none"><li>• Automatic half-barrier (AHBC).</li><li>• Automatic barrier crossing, locally monitored (ABCL).</li><li>• Automatic open crossing, locally monitored (AOCL).</li><li>• Crossing with red and green warning lights (R/G).</li></ul>
<b>Barrow crossing</b>	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.
<b>Bi-directional line</b>	A line on which the signalling allows trains to run in both directions.
<b>Block section</b>	The section of the line between the section signal of one signal box and the home signal of the next signal box ahead.
<b>Competent person</b>	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.

<b>The term</b>	<b>Includes or means:</b>
<b>Detonator</b>	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.
<b>Driver's reminder appliance (DRA)</b>	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.
<b>Engineering train</b>	Includes an on-track machine.
<b>Facing points</b>	Points where two routes diverge. Includes switch diamonds and swing-nose crossings.
<b>Facing point lock</b>	Equipment that physically locks facing points so that they cannot move.
<b>Ground frame</b>	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.
<b>Home signal</b>	The first stop signal on the approach to a signal box using the absolute block system of signalling.
<b>Intermediate block home signal</b>	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).

**The term**

**Includes or means:**

**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.

**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.

**Level crossing**

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

**Lever**

Includes a switch, button or workstation control.

<b>The term</b>	<b>Includes or means:</b>
<b>Main aspect</b>	The following aspects of a colour light signal: <ul style="list-style-type: none"><li>• red</li><li>• yellow</li><li>• two yellows</li><li>• flashing yellow</li><li>• two flashing yellows</li><li>• green.</li></ul>
<b>Manned level crossing</b>	Any of the following level crossings: <ul style="list-style-type: none"><li>• Operated locally by a signaller or crossing keeper (MCB or LC).</li><li>• Remotely controlled (RC).</li><li>• Closed-circuit television (CCTV).</li><li>• Traincrew operated (TMO).</li></ul>
<b>Operations Control</b>	The general term used for Network Rail Operations Control offices.
<b>Pilotman</b>	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.
<b>Power-operated points</b>	Points that are operated by means other than mechanically.
<b>Reminder appliance</b>	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.
<b>Run through (of points)</b>	An incident where a movement runs through a trailing set of points that are not set in the correct position for the movement.

<b>The term</b>	<b>Includes or means:</b>
<b>Section signal</b>	A stop signal that controls the entrance to a block section or intermediate block section ahead.
<b>Siding</b>	A line on which vehicles are marshalled, stabled, loaded, unloaded or serviced clear of a running line.
<b>Single line</b>	One line is available for movements in both directions.
<b>Station</b>	Terminal, depot, yard or halt.
<b>Stop signal</b>	A signal that can show a stop aspect or indication.
<b>Token</b>	Any single line token, staff or tablet.
<b>TPWS</b>	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.
<b>Track circuit block</b>	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.
<b>Train</b>	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.
<b>Train signalling regulations</b>	Instructions for use by the signaller that give details of the rules, regulations and instructions relating to each different kind of signalling system.

Notes:



Notes:





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