

GE/RT8000/TS2
Rule Book

Module TS2

Track circuit block regulations

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Regulations for train signalling by the track circuit block system.

You will need this module if you carry out the duties of a signaller in a track circuit block area.

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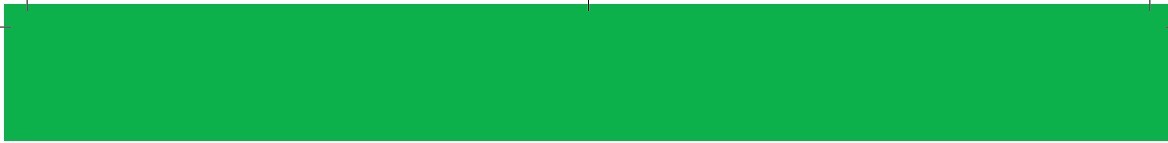
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Definitions

The following terms are used in these regulations and apply to signallers in track circuit block signalling areas.

1.1 Types of signal

1.1.1

Controlled signals: signals operated by the signaller, some of which may be set by the signaller to work automatically.

Automatic route setting is provided at some signal boxes.

1.1.2

Automatic signals: signals operated by the passage of trains.

The signaller or a person operating a signal post replacement switch can place some automatic signals to danger.

1.1.3

Semi-automatic signals: signals normally operated by the passage of trains, but can also be controlled from the signal box or from a ground frame, or by a person operating a signal post replacement switch.

1.2 Signal section

1.2.1

The line between two stop signals whether or not these are within the control of the same signal box.

1.2.2

If there is a track circuit block signal box that works to an absolute block signal box, track circuit block regulations apply up to the section signal at the absolute block signal box. In the opposite direction, track circuit block regulations apply from the home signal at the absolute block signal box.



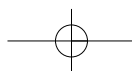
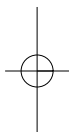
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1.3 Overlap

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

There may not be an overlap for a signal on a goods line.



2 Principle

The track circuit block system permits a signal to show a proceed aspect when:

- all track circuits, up to and including the overlap of the next stop signal, are clear, and
- all necessary points within the route are detected in the correct position for a train to pass safely.

If a restricted approach arrangement is allowed, a signal may show a proceed aspect or indication when the line is clear only to the next signal or to a specified point within the overlap of that signal.

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Method of signalling

3.1 Normal method of signalling

3.1.1

You must describe trains and operate signals in time to avoid delay to trains.

3.1.2

Train descriptions are sent by train describer (manually or automatically), bell signals or by telephone, as shown in the *Signal Box Special Instructions*.

3.1.3

If you need to cancel a description or have incorrectly described a train and need to make a correction, you must do so by using the train describer, telephone or bells, whichever is appropriate.

3.2 Operating signals

3.2.1 Before clearing signals

Before you operate a signal control to allow a train to proceed, you must make sure that:

- the rules and regulations have been carried out
- no other movement that may conflict is to be made first
- the route is set or is free to be set by the interlocking
- if necessary, you have been given a release by another signaller.

3.2.2 Replacing signals to danger

Note: Regulation 3.2.2 applies in addition to general signalling regulation 4.5.

Before you allow a movement to occupy a track circuit which would change the aspect shown at any signal, you must place, or keep, the necessary signals at danger to protect the movement.

If another signaller controls that signal, you must not allow the movement to take place until that signaller tells you the signal is at danger.

3.2.3 Keeping a signal at danger

When it is necessary to keep a signal at danger, this also applies to an automatic signal for which there is an emergency replacement switch in the signal box.

3.2.4 Obstructing or occupying an overlap

You must not allow the line within the overlap of a signal to be obstructed or to be occupied by an unsignalled movement until:

- any approaching train has been stopped at that signal, or
- if no train is approaching that signal, the previous controlled signal has been placed to danger to protect the obstruction or movement.

3.2.5 Emergency alarm

If you receive the emergency alarm, you must place the signals for the affected lines to danger. You must then find out whether it is necessary to carry out regulation 4, regulation 5 or general signalling regulation 19 *Stop and examine train*.

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regulation**3.3 Train requiring to stop in section****3.3.1**

If a train that is required to stop in the section is to enter an area controlled by another signaller, you must tell that signaller:

- the type of train
- where the train is to stop and why
- the approximate time the train will occupy the section.

3.3.2

If you are that other signaller, you do not need to comply with general signalling regulation 21 unless the train is longer than expected in the section.

3.4 Permissive working

Note. These regulations do not apply to shunting movements that are being made with a traction unit, into an occupied section to attach, detach or remove vehicles. This must be carried out as shown in module SS2 *Shunting*.

3.4.1

Permissive working allows more than one train to be in a signal section at the same time.

3.4.2 Types of permissive working

There are three types of line on which permissive working is allowed.

Only the following classes of train are allowed to be in, or enter, a section when permissive working is taking place:

<i>Type of line</i>	<i>Classes of train</i>
Goods	3 to 8 and 0
Passenger (other than platform lines)	3 to 8 and 0
Platform lines	1, 2, 3 ECS, 5, 9 and 0

3.4.3 Fog or falling snow

You must **not** allow permissive working to take place during fog or falling snow except on platform lines.

3.4.4 Additional regulations for permissive working on platform lines

3.4.4.1 When permissive working can be used on a platform line

There are two occasions when permissive working can take place on a platform line **but only** if specifically authorised in the *Signal Box Special Instructions* for the platform line concerned.

- **Permissive working for attaching or detaching** allows more than one train to be in a signal section at the same time for the purposes of attaching or detaching vehicles.
- **Permissive working for platform sharing** allows more than one train to be in a signal section at the same time, other than for the purposes of attaching or detaching vehicles.

3.4.4.2 Not to signal both trains at the same time

You must not signal a second train into an occupied platform if you have already cleared the signal for the first train to leave that platform.

3.4.4.3 Making sure there is enough room

If you are not sure there is enough room for the second train, you must get an assurance that there is enough room before clearing the signal for the second train.

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3.4.4.4 Making sure a movement is completed

If a movement has already been authorised on that platform line, you must get an assurance, from the person in charge of the movement, that it has been completed before you clear the signal for the second train.

3.4.4.5 Waiting for second train to stop

Once you have signalled a second train into an occupied platform, you must wait until the second train has stopped in the platform before you can allow the first train to leave.

3.4.4.6 Train not booked to call

If a train is not booked to call at a station, you must tell the driver what is happening before you signal that train into an occupied through platform line.

3.5 Signalling by bell or telephone

3.5.1 When this regulation must be used

3.5.1.1

You must use this regulation when it is necessary to signal trains by bells or telephone as shown in:

- section 13 of module T1B *Movement of trains during failure of, or when working on, signalling equipment*
- regulation 9 Signalling of trains during single line working.

3.5.1.2

You do not need to use this regulation if the train describer only has failed or is disconnected. In this case, you must use regulation 8 Failure or disconnection of train describers or bells.

3.5.2 When signalling by bell or telephone

3.5.2.1

You must use the standard code of bell signals and, if possible, you must also use the train describer.

3.5.2.2

If bells are not available, you must send the necessary bell signals as messages on the telephone, and if possible, use the train describer.

3.5.2.3

All bell signals must be acknowledged by repetition and you must not treat a signal as being understood until it has been correctly repeated back to you.

3.5.2.4

If **is line clear** is not repeated back, you must send it again, at short intervals, until it is acknowledged.

3.5.3 Method of signalling by bells or telephone

Note: For the purpose of this part of the regulation, A and B represent two signallers. Trains are to be signalled by bell or telephone between their areas of control.

3.5.3.1

Before you allow a train to proceed, you must:

- make sure that the last train has passed clear of the line concerned
- send **call attention** to signaller B, and when this has been acknowledged
- send the appropriate **is line clear**.

signaller A

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regulation

- 3.5.3.2**
- signaller B** You may accept the train by acknowledging **is line clear**, providing no conflicting movement has been authorised and:
- during a failure or disconnection of the signalling equipment or track circuits (or both), the line on which the train is to run is clear up to and including the overlap of the first stop signal in your area of control
 - during single line working, the line is clear as shown in regulation 9
 - during temporary block working, the line is clear as shown in section 20 of module T1B *Movement of trains during failure of, or when working on, signalling equipment*.

3.5.3.3

If for any reason you cannot accept the train, you must not acknowledge **is line clear**.

3.5.3.4

- signaller A** If the line is clear and **is line clear** has been acknowledged, you may allow the train to proceed.

When the train departs you must send **train entering section** to signaller B.

3.5.3.5

- signaller B** The conditions under which you accept the train must not be changed until either:
- the train has been stopped at the first stop signal
 - the train has passed beyond the point to which the line has been kept clear
 - you have received **cancelling** from signaller A for that train.

3.5.3.6

When the train, complete with tail lamp, has passed beyond the point to which the line has been kept clear, you must send **train out of section** to signaller A.

signaller B

3.5.4 Signalling trains by telephone**3.5.4.1**

If there are no bells, or the bells are not working, you must send all bell signals as messages on the telephone, for example:

signaller A
and B

Signaller A 'Is Up Main line clear for one alpha two seven?'

Signaller B 'Up Main line **is** clear for one alpha two seven'.

Signaller A 'One alpha two seven train entering section on Up Main line'.

Signaller B 'One alpha two seven train out of section on Up Main line'.

3.5.4.2

If for whatever reason you cannot accept a train that is offered, you must state the refusal as follows:

signaller B

Signaller B '**No**, one alpha two seven refused'.

3.5.4.3

If signaller B refuses the train, you must offer the train again at regular intervals.

signaller A

3.5.5 When normal working is to resume

Before returning to normal working, you must both come to a clear understanding of how this is to be done.

signaller A
and B

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regulation

3.6 Working in wrong direction to provide assistance

Note: 'multiple unit' in this regulation means a train that can be driven from either end and can assist the failed train. The multiple unit may be loaded or empty.

Where the term 'affected line' is used in this regulation, this means the line on which the failed train is standing.

Where the term 'unaffected line' is used, this means any other line on which the wrong-direction movement will take place.

This regulation cannot be used if there is an adjacent line that the assisting train can proceed over in the right direction.

3.6.1 When this regulation can be used

3.6.1.1

You must first get permission from the signal box supervisor or the local Network Rail area operations manager. You must also carry out the instructions in module M2 *Train stopped by train failure*.

3.6.1.2

You must use this regulation when it is necessary for a light locomotive or a multiple unit to proceed through one or more sections in the wrong direction:

- over the unaffected line to assist a failed train from the front, or
- over the unaffected line to assist a failed train that is beyond a train that cannot provide assistance.

3.6.1.3

In addition to carrying out the instruction in section 2 of module TW7 *Wrong-direction movements*, you must reach a clear understanding with everyone involved in the movement, particularly:

- the driver of the assisting train
- the driver of the failed train and any other train that will be passed by the wrong-direction movement
- any other signaller involved.

3.6.2 Where the crossover used to return the assisting train to the affected line is facing to the wrong-direction movement

3.6.2.1

In addition to carrying out the instructions in section 3 of module TW7 *Wrong-direction movements*, you must, if the movement will return to the affected line through points that are facing to the wrong-direction movement, make sure one of the following applies:

- You have operated the points to the correct position to return the movement to the affected line.
- You have got confirmation from any other signaller involved that the points have been set to return the movement to the affected line.
- You have got confirmation from the ground-frame operator that the points have been set to return the movement to the affected line.

3.6.2.2

You must arrange for a competent person to be positioned at the points to handsignal the driver if there is no signal for the movement through those points.

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3.6.3 Where the crossover used to return the assisting train to the affected line is trailing to the wrong-direction movement

3.6.3.1

In addition to carrying out the instructions in section 3 of module TW7 *Wrong-direction movements*, you must, if the crossover where the wrong-direction movement will return to the affected line is trailing to the wrong-direction movement, make sure one of the following applies:

- You have operated the points for the safety of the wrong-direction movement.
- You have got confirmation from any other signaller involved that the points have been correctly set.
- You have got confirmation from the ground-frame operator that the points have been correctly set.

3.6.3.2

You must arrange for a competent person to be positioned at the points to handsignal the driver and to assist in returning the movement back to the affected line.

3.6.4 During the movement

You must carry out the instructions in section 4 of module TW7 *Wrong-direction movements*.

4

Obstruction of the line

4.1 Stopping trains because of an emergency

4.1.1 Signal protection

If you need to stop trains because of an obstruction or other emergency, you must place or keep at danger all signals necessary to protect the affected line.

If necessary, you must arrange for train radio signals to be sent.

If you cannot stop a train proceeding towards the obstruction or other emergency, you must carry out the instructions shown in regulation 5.

4.1.2 Placing a release to normal

You must also place or keep any release, slot or acceptance switch in the normal position except as shown in general signalling regulation 8.6 *Emergency use of a ground frame release*.

4.1.3 Obstruction within the overlap

If the obstruction or other emergency is within the overlap of the protecting signal, you must place and keep at danger the previous signal that can be controlled to danger unless there are facing points that you have set for a route that is clear of the affected section.

4.1.4 Train detained at a signal on the approach

If a train is detained at a signal on the approach to the affected section, you must instruct the driver to stay at the signal until you give permission for the train to proceed **even** if the signal shows a proceed aspect.

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4.2 Allowing a train into the affected section

4.2.1

You must not allow a train into the affected signal section until the line is again clear and safe for the passage of trains unless it is necessary to:

- examine the line as shown in general signalling regulation 20
- allow an assisting train into an occupied section as shown in regulation 7
- work to and from the point of obstruction, or serve an intermediate station or siding, but only if this can be done safely
- allow a train to pass through a diverging junction before reaching the obstruction.

4.2.2

If more than one signaller is involved, you must both come to a clear understanding as what is to be done before allowing a train into the affected signal section.

4.3 If another signaller is involved

4.3.1

If another signaller controls the signal that will protect the obstruction or other emergency, you must immediately tell that signaller what is happening.

If this signaller is in another signal box, you must first send the **emergency alarm**.

4.3.2

If you are the signaller receiving this message or **emergency alarm**, you must carry out the instructions shown in regulations 4.1 and 4.2.

You must then tell the signaller giving you the message or **emergency alarm** whether you have been able to stop a train proceeding towards the obstruction or other emergency.

5

Train or vehicles proceeding without authority (including SPAD) or train divided

5.1 Immediate actions

If you become aware, or you suspect, that a train or vehicle is proceeding without authority, or a train is running in two or more portions, you must:

- place or keep signals at danger against the train or vehicle and any other trains that could be put in danger
- if necessary, arrange for train radio messages to be sent
- if possible, alter the position of any points to divert trains and prevent collisions
- take the necessary action for any level crossings
- take any other possible action to reduce the risk of a collision.

You must decide in which order to carry out these instructions depending on the circumstances.

5.2 If another signaller is involved

5.2.1

If a train or vehicle that is proceeding without authority, or a portion of a divided train, will enter a signal section controlled by another signaller, you must immediately tell that signaller what is happening.

5.2.2

If this signaller is in another signal box, you must first send the **emergency alarm**.

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regulation**5.3 After the train proceeding without authority has stopped**

Once the train that was proceeding without authority has been stopped, you must carry out the requirements of general signalling regulation 15.1.

5.4 Making sure the line is clear**5.4.1**

If it cannot be confirmed that an adjacent line is not obstructed, you must arrange for that line to be examined, as shown in general signalling regulation 20.

5.4.2

If a train or vehicle that has proceeded without authority, or all portions of a divided train, has stopped intact and it is confirmed that no other line is affected, you may resume normal working on the other lines.

5.4.3

You must not allow any train to pass over the portion of line where a train or vehicle has proceeded without authority, or a portion of a divided train has passed, until you are sure that the portion of line is clear.

5.4.4

You must signal the next train normally but you must first tell the driver what has happened and instruct the driver to proceed at caution over the portion of line concerned.

5.5 If it is necessary to remove vehicles from the section

If it is necessary to allow an assisting train into the occupied signal section to remove a train or vehicles that had proceeded without authority, you must carry out the instructions shown in regulation 7.

6

Tail lamp missing or it is not lit

6.1.1

If you become aware that a train has the tail lamp missing or it is not lit, you must find out whether the train is complete. You must also tell the driver of that train that the tail lamp is missing or not lit.

6.1.2

During darkness, poor visibility or if the train is in a tunnel, you must not allow another train to approach the signal in rear of the train, if that signal is not a controlled signal, until you are told that a red light has been placed on the rear of the train.

6.1.3

During darkness, where permissive working is authorised and you are aware that the tail lamp is missing or not lit, you must not signal another train into the same section until you have been told a red light has been placed on the rear of the train.

6.1.4

If the train enters an area controlled by another signaller before you can find out if the train is complete or before you are told the tail lamp has been replaced or relit, you must tell that signaller.

If you are that other signaller, you must carry out this regulation.

7

Allowing an assisting train into an occupied section

7.1 Before allowing an assisting train into the occupied section

7.1.1

You may allow the assisting train into an occupied signal section in either direction to:

- proceed to, and assist, a failed train
- evacuate passengers from a failed train
- remove the rear portion of a divided train
- remove vehicles which have proceeded without authority.

7.1.2

Before you allow an assisting train to enter the occupied signal section, you must have a clear understanding of the location of the failed train or vehicles.

7.1.3

You must carry out the instructions in module M2 *Train stopped by train failure*.

Where single line working or working by pilotman is taking place, you must also get the permission of the pilotman as shown in module P1 *Single line working* or module P2 *Working of single and bi-directional lines by pilotman*.

7.1.4

If there is a tunnel in the affected signal section, you must instruct the driver of any train proceeding on an adjacent line to proceed through the tunnel at caution. You do not need to do this if you know the tunnel is clear and the person carrying out any protection is not in the tunnel.

7.1.5

If you have been assured that the failed train will not be moved, you may allow the overlap of the stop signal immediately beyond the failed train to be occupied or fouled until the assisting train is ready to pass the signal protecting the occupied signal section.

7.2 Telling other signallers

7.2.1

If another signaller is involved, you must come to a clear understanding with that signaller as to what is to happen.

7.2.2

If the assisted train is to enter a signal section controlled by another signaller, you must tell that signaller the train is being assisted and how it is being assisted

7.3 When the line is again clear

When the line is again clear, you must signal the next train normally.



8

Failure or disconnection of train describers or bells

8.1 When this regulation must be used

When there is a failure or disconnection of train describers or bells, you may continue to allow the movement of trains as shown in this regulation.

8.2 Describing trains

8.2.1

If the train describer equipment fails or is disconnected, you must keep a record of the trains within your area of control.

8.2.2

If a train enters an area controlled by another signaller, you must tell that signaller the identity of the train. If this signaller is at another signal box, you must send the train description by either bell or telephone.

8.2.3

If it is not possible to pass on a train description, you may allow trains to proceed and operate the signals in the normal way.

8.2.4

If you become aware of a train within your area of control but you have not received a train description for it, you must find out its identity, if necessary by stopping the train.

8.3 Loss of communication on a single line

If you cannot communicate with the signaller in an adjacent signal box but the signalling equipment is working normally, you must use whatever means are available to find out the order in which trains will proceed over the single line.

9

Signalling of trains during single line working

9.1 Pilotman being present

Except as shown in module P1 *Single line working*, section 5.2, the pilotman must be present at the place where a train is to enter the single line.

9.2 Signalling trains over the single line

If possible, you must signal trains in the right direction in the normal way.

9.3 Allowing trains to enter the single line

9.3.1 In the right direction

Before you clear the signal controlling the entrance to the single line, you must make sure that the pilotman has given the necessary instructions to the driver.

9.3.2 In the wrong direction where there is a handsignaller opposite the signal protecting the crossover

You may allow a train to enter the single line if:

- there is a handsignaller opposite the signal protecting the crossover at the other end of the single line, and
- the line is clear to a point 183 metres (200 yards) beyond that handsignaller.

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regulation

9.3.3 In the wrong direction where there is no handsignaller opposite the signal protecting the crossover

Note: This method of working (regulation 9.3.3) is not allowed during fog or falling snow.

9.3.3.1

If the crossover at the other end of the single line is facing to the movement, you may allow a train to enter the single line if that crossover is reversed and the line is clear up to and including the overlap of the next signal beyond that crossover.

9.3.3.2

If the crossover at the other end of the single line is trailing to the movement, you may allow a train to enter the single line if the crossover is correctly set and the line is clear to a point 400 metres (440 yards) beyond that crossover.

9.4 Allowing wrong-direction movements to return to the proper line

9.4.1 If a handsignaller is opposite the signal protecting the crossover

9.4.1.1

If the crossover is facing to the movement, you may allow a train in the wrong direction to pass the handsignaller as long as:

- the crossover is secured in the correct position, and
- the line is clear up to and including the overlap of the next signal beyond the crossover.

9.4.1.2

If the crossover is trailing to the movement, you may allow a train in the wrong direction to pass the handsignaller as long as you:

- have placed the necessary signals to danger to protect the movement
- remind the handsignaller to make sure the driver fully understands what is to happen
- tell the handsignaller to instruct the driver to draw forward and then set back through the crossover.

9.4.2 If there is no handsignaller opposite the signal protecting the crossover**9.4.2.1**

If the crossover is facing to the movement, you must personally tell the driver to pass beyond the signal on the obstructed line protecting the crossover, as long as:

- the crossover is secured in the correct position, and
- the line is clear up to and including the overlap of the next signal beyond the crossover.

9.4.2.2

If the crossover is trailing to the movement, you may allow a train in the wrong direction to draw forward clear of the crossover, as long as you:

- have placed the necessary signals to danger to protect the movement
- make sure the driver fully understands what is to happen
- instruct the driver to draw forward clear of the crossover.

9.5 Dividing the single line into two sections

9.5.1

The single line may be divided into two sections for controlling movements in the wrong direction if this is shown in the *Signal Box Special Instructions*.

In this case an intermediate handsignaller must be appointed as shown in the *Signal Box Special Instructions*, as well as the one at the place where trains return to the proper line.

9.5.2

You may allow trains in the wrong direction to enter the single line providing the line is clear to a point 183 metres (200 yards) beyond the intermediate handsignaller.

9.5.3

You may allow trains to pass the intermediate handsignaller providing the line is clear to a point 183 metres (200 yards) beyond the handsignaller at the end of the single line where the train will return to the proper line.

9.6 Crossovers used for single line working, worked from a ground frame

9.6.1

Unless the signals protecting the crossover are individually and directly controlled from the signal box, you must instruct the person working the ground frame to keep the release for the ground frame in the 'release' position during single line working.

9.6.2

Movements in each direction must be authorised to pass the protecting signals at danger.

9.7 Crossovers used for single line working, worked from different signal boxes

If the crossovers at each end of the single line section are worked by different signal boxes, you must, where possible, describe trains in the right direction in the normal way.

Where this is not possible, and for all trains in the wrong direction, you must carry out the instructions in regulation 3.5.

9.8 Recording times in the Train Register

9.8.1

You must record times that trains enter and leave the single line.

9.8.2

You must also record the times that trains enter and leave each section of single line when the single line has been divided into two sections.

9.8.3

You must record these times in the Train Register even if you are not normally required to record times.

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Opening and closing signal boxes

10.1 Opening

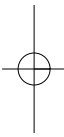
When you are to open a signal box, you must:

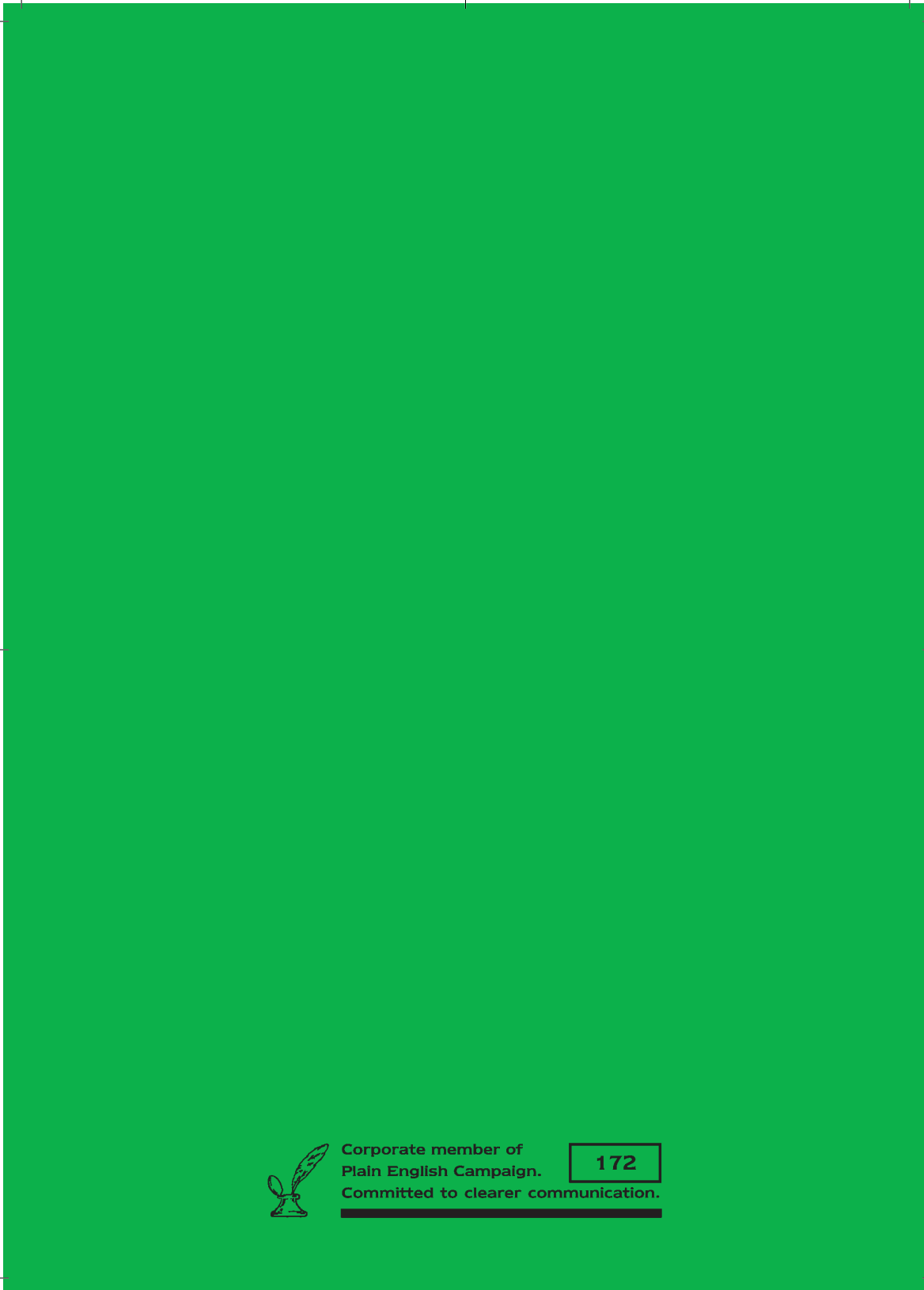
- find out if the adjacent signal boxes are open
- tell the signallers there that your signal box is now open.

10.2 Closing

When you are to close a signal box, you must:

- make sure there are no more train movements required
- make sure that all controlled signals in your area of control are at danger
- tell the signallers in the adjacent signal boxes that your signal box is closed.





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