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Module TS8

GE/RT8000/TS8
Rule Book

One-train working regulations

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Regulations for one-train working on single lines.

You will need this module if you carry out the duties of a signaller in a one-train working area, whether or not a train staff is provided, and a no-signaller token area.

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Definitions

The following terms are used in these regulations and apply to signallers in a one-train working area.

1.1 Block signals**1.1.1**

Home signal: the stop signal that controls the exit from the one-train section.

1.1.2

Section signal: a stop signal that controls the entrance to the one-train section.

1.2 One-train section**1.2.1**

The one-train section starts at the the section signal leading on to the single line or where a signal is not provided, the 'start of section' instruction board.

1.2.2

In the other direction, the one-train section ends at the home signal or where a signal is not provided, at the 'end of section' instruction board.

1.3 Clearing point

The point beyond the home signal or 'end of section' instruction board which must be kept clear when a train is in the one-train section.

2 Principle

2.1 Principle of one-train working

2.1.1

The principle of one-train working is to prevent more than one train being in the one-train section at the same time.

2.1.2

There are two methods used for one-train working:

- where a train staff is provided
- where a train staff is not provided.

2.2 Handling the train staff where provided

2.2.1

Except where some other person is specially appointed to the duty, you are the only person authorised to receive a train staff from, or deliver a train staff to, the driver.

2.2.2

When a train has more than one locomotive at the leading end, you must show the train staff to each driver then give it to the driver of the leading locomotive.

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Method of signalling

3.1 Method of signalling where a train staff is provided

Before you allow a train to enter or foul the one-train section, you must make sure the driver has the correct train staff, except where the train staff is not required when:

- the train is to enter the one-train section as shown in module T11 *Movements of engineering trains and on-track plant under T3 arrangements*
- the train is to enter the one-train section as shown in regulation 7
- working by pilotman or modified working arrangements are in operation.

3.2 Method of signalling where a train staff is not provided

Before you allow a train to enter or foul the one-train section, you must clear the section signal, unless:

- the train is to enter the one-train section as shown in module T11 *Movements of engineering trains and on-track plant under T3 arrangements*
- the train is to enter the one-train section as shown in regulation 7
- working by pilotman or modified working arrangements are in operation.

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3.3 Maintaining a clearing point

3.3.1

During the time a train is in the one-train section, you must not allow the the line to be obstructed within the clearing point for that train until:

- the train has been stopped at the home signal or 'end of section' instruction board
- the train has passed beyond the home signal or 'end of section' instruction board
- the train has failed, as shown in regulation 7.

3.3.2

If you need to move points within the clearing point to set a route for that train, you must carry out the instructions shown in general signalling regulation 4.13.2.

3.3.3 Location of the clearing point

The clearing point is 46 metres (50 yards) beyond the home signal or where not provided, beyond the 'end of section' instruction board.

3.4 Using the train staff to protect the one-train section for engineering work

3.4.1

You must use this regulation when the train staff is needed to protect the one-train section when:

- engineering work is to take place as shown in module T2 *Protecting engineering work or a hand trolley on a line not under possession, or*
- engineering work is to take place as shown in module T3 *Possession of the line for engineering work.*

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3.4.2

As long as no train is within the one-train section, you may give the train staff to the PICOP, COSS, IWA or PC.

Where the removal of the train staff from the instrument has released the section signal, you must immediately clear and then replace that signal to danger.

4

Obstruction of the line

4.1 Becoming aware of an obstruction

If you need to stop trains because of an obstruction or other emergency within the one-train section, you must:

- if necessary, arrange for train radio messages to be sent
- take any other possible action to stop trains
- where provided, place or keep signals at danger to protect the obstruction or other emergency.

4.2 Examining the line

If it is necessary to find out if the line is obstructed, you may allow a train to enter the one-train section for this purpose as shown in general signalling regulation 20.

4.3 When the obstruction has been removed

When the obstruction has been removed and the line is again clear, you may resume normal working.

5

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

5.1 Signaller becoming aware

If a train or vehicle proceeds without authority or has entered the one-train section without authority or without the correct train staff, or the train is running in two or more portions, you must:

- where provided, place or keep the signals at danger
- if necessary, arrange for train radio messages to be sent
- if possible, alter the position of 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
- contact the person in charge, if there is one, at the other end of the one-train section to get trains stopped.

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

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5.2 After the train proceeding without authority has stopped

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

5.3 Making sure the line is clear

5.3.1

You must not allow another train to pass over the portion of line affected, until you are sure the line is not obstructed.

5.3.2

The next train must be signalled normally but you must:

- tell the driver what has happened
- instruct the driver to proceed through the one-train section at caution, being prepared to stop short of any obstruction.

5.4 If it is necessary to remove vehicles from the section

If it is necessary to allow an assisting train into the one-train section to remove a train or vehicle that had proceeded without authority or has divided, you must carry out the instructions shown in regulation 7.

6

Tail lamp missing or unlit

If you become aware that a train has a tail lamp missing or unlit, you must find out if the train is complete. You must also tell the driver of that train that the tail lamp is missing or unlit.

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 an assisting train to enter an occupied one-train section to:

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

7.1.2

Before you allow an assisting train to enter the occupied one-train section, you must:

- have a clear understanding of the location of the failed train or vehicles
- get confirmation that, when appropriate, the train staff is with the failed train
- agree to which end of the one-train section the failed train is to be assisted
- carry out the instructions in module M2 *Train stopped by train failure*, sections 5.2 and 5.3
- record the details in the Train Register.

7.1.3

If working by pilotman is taking place, you must get the permission of the pilotman as shown in module P2 *Working of single and bi-directional lines by pilotman*.

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7.1.4 Occupying or obstructing the line within the clearing point

If you are told that the train has failed in the one-train section and will not be moved, you may allow the line within the clearing point to be occupied, fouled or obstructed.

You may continue to do this until

- the failed train is ready to proceed, or
- the assisting train has entered the occupied section.

7.1.5 Assisting train entering the one-train section at a ground frame

If the assisting train is to enter the one-train section at a ground frame which is released by the train staff, you must:

- instruct the driver of the failed train to take the train staff to the ground frame
- tell the driver of the failed train to telephone you on arrival at the ground frame
- reach a clear understanding with the driver of the failed train of what is to happen.

When the driver arrives at the ground frame, you must instruct that driver to give the train staff to the driver of the assisting train.

7.2 Train or portion of a train left in the one-train section

7.2.1

The driver will tell you when the train, or a portion of the train, has been left in the one-train section.

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7.2.2

Where a train staff is provided, unless it is necessary for another traction unit to remove the rear portion, the driver will keep the train staff until the whole of the train has been removed from the one-train section.

7.2.3

If another traction unit is to be used to clear the portion of the train, you must enter the details in the Train Register.

Where a train staff is provided the driver will give you the train staff. You must make sure the train staff is kept in a safe place until the assisting train is ready to enter the one-train section.

7.2.4

When the assisting traction unit is ready to enter the occupied one-train section, you must:

- tell the driver that the one-train section is occupied and what is to happen
- where a train staff is provided, give the driver the train staff
- if necessary, instruct the driver to pass the signal at danger as shown in Part A of module S5 Passing a signal at danger
- record the details in the Train Register.

7.3 When the section is again clear

When the one-train section has been cleared and another train is to proceed through the one-train section, this train must be signalled normally. However, you must:

- tell the driver what has happened
- instruct the driver to proceed through the one-train section at caution, being prepared to stop short of any obstruction.

8

Working by pilotman

8.1 On single lines where a train staff is provided

8.1.1

Except where modified working arrangements are authorised, working by pilotman must be introduced over the one-train section where a train staff is provided if:

- the train staff is lost and cannot be found after a thorough search
- it is necessary to work trains to and from the point of obstruction.

Where modified working arrangements are authorised, you must carry out the instructions in section 21 of module T1B *Movement of trains during failure of, or when working on, signalling equipment*.

8.1.2

When it has been established that the train staff cannot be found, the Network Rail area operations manager will arrange for the train staff to be replaced.

8.1.3

When you have the replacement train staff and the Network Rail area operations manager gives authority, you may resume normal working.

8.1.4

If the lost train staff is eventually found after a replacement has been provided, the train staff that was lost must be locked away and the Network Rail area operations manager told.

The Network Rail area operations manager will arrange to remove the train staff that was lost.

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8.2 On single lines where a train staff is not provided

Except where modified working arrangements are authorised, working by pilotman must be introduced over the one-train section where a train staff is **not** provided if the signal controlling the entrance to the one-train section cannot be cleared because one of the following applies:

- A failure or disconnection of the signal.
- The failure of a track circuit.
- A failure of the signalling or level crossing equipment.
- It is necessary to work trains to and from the point of obstruction.

Where modified working arrangements are authorised, you must carry out the instructions in section 21 of module T1B *Movement of trains during failure of, or when working on, signalling equipment*.

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