

GE/RT8000/TW6
Rule Book

Working single lines with or without a train staff or token

Issue 2

April 2008

Comes into force 07 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

Issue	Date	Comments	Comes into force
1	June 2003	Initial issue	06 December 2003
2	April 2008	Replaces Issue 1	07 June 2008

© **Copyright 2008**

Rail Safety & Standards Board

You will need this module if you carry out the duties of a driver and you work over lines signalled by any of the following systems: **i**

- one-train working where a train staff is provided
- one-train working on lines where a staff is not provided
- electric token
- no-signaller token.



Signallers are issued with separate instructions for the working of single lines.

Section

1

One-train working on lines where a train staff is provided

- 1.1 Entering or fouling the single line
- 1.2 Handling the train staff

2

One-train working on lines where a train staff is not provided

- 2.1 Entering or fouling the single line
- 2.2 If a portion of the train is left on the single line

3

Electric token lines

- 3.1 Entering or fouling the single line
- 3.2 Handling the token

4

No-signaller token lines

- 4.1 Entering or fouling the single line
- 4.2 Handling the token

1 One-train working on lines where a train staff is provided

The person responsible: driver

1.1 Entering or fouling the single line

Only one train at a time is allowed in the single line section.

driver

You must always stop your train when you need to obtain, deliver or exchange a train staff.

Before you take a train onto the single line, you must make sure you receive the correct train staff for the section you are about to enter from the signaller or person authorised in the *Sectional Appendix*.

If there is more than one locomotive at the leading end of the train and you are not the driver of the leading locomotive, you must make sure you are shown the train staff.

You do not need to have the train staff if:

- the line is under possession
- working by pilotman is in operation
- modified working arrangements are in operation
- your train is to enter the section as an assisting train.

1.2 Handling the train staff

driver

You must keep the train staff with you in the cab from which the train is being driven until it is needed by a guard or shunter when shunting is to take place.

If the train staff has been given to the guard or shunter for shunting purposes, you must not continue with the journey until:

- shunting is completed
- the points have been locked in the correct position for trains to pass on the single line
- the guard or shunter has returned the train staff to you.

When the train has reached the end of the section concerned, you must return the train staff to the signaller or the person authorised in the *Sectional Appendix*.

If however, any portion of the train is left on the single line, you must:

- tell the signaller
- keep the train staff until the whole train is clear of the single line section.

If the signaller tells you that the front portion of the train is to continue on its journey, you must then give up the train staff.

2

One-train working on lines where a train staff is not provided

The person responsible: driver

2.1 Entering or fouling the single line

Only one train at a time is allowed in the single line section.

driver

You must not enter or foul the single line section until the controlling signal is cleared unless one of the following applies:

- the line is under possession
- working by pilotman is in operation
- modified working arrangements are in operation
- your train is to enter the section as an assisting train.

2.2 If a portion of the train is left on the single line

If any part of the train is left on the single line section and the line is **not** under possession, you must:

driver

- **stop immediately before** leaving the single line
- place 3 detonators 20 metres (approximately 20 yards) apart on the line behind the front portion
- tell the signaller **before** proceeding on your journey.

See module M1 *Train stopped by train accident, fire or accidental division* for protection instructions for the rear portion of the train.

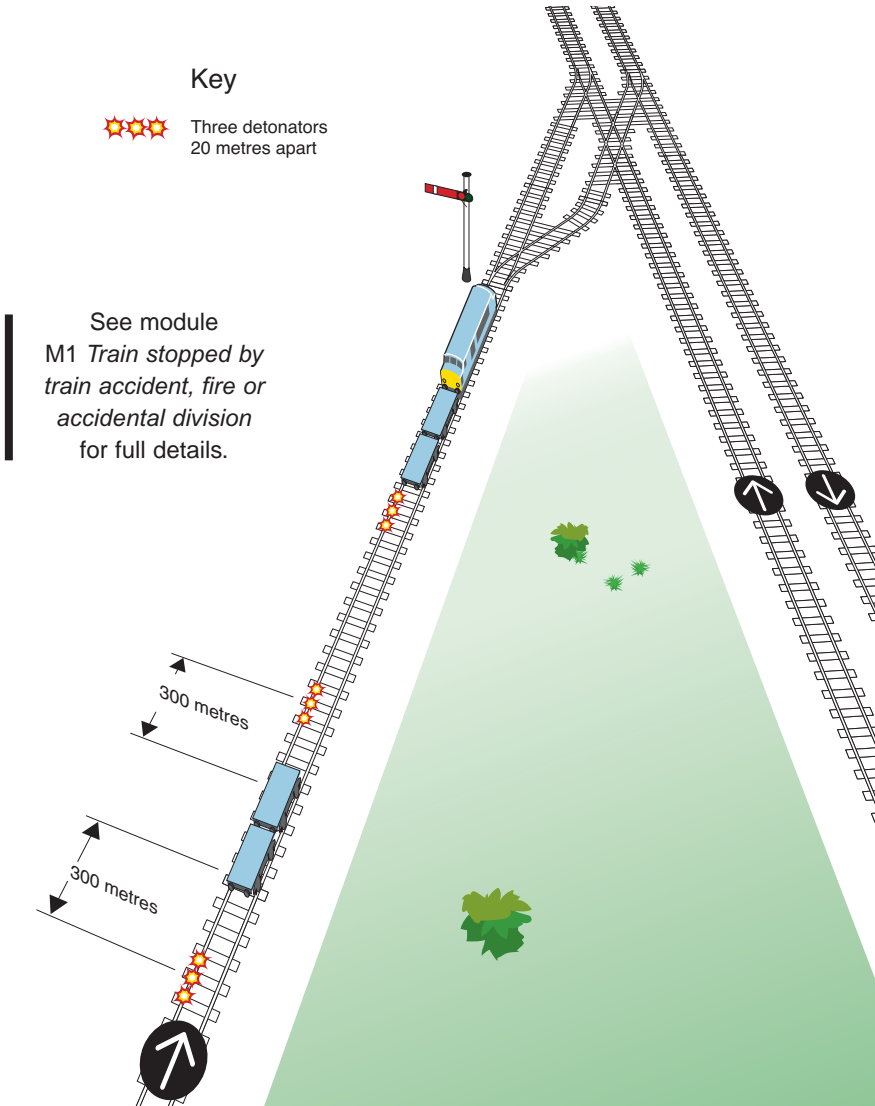


Diagram TW6.1

If a portion of a train is left on the single line

3

Electric token lines

The person responsible: driver

3.1 Entering or fouling the single line

Only one train at a time is allowed in the single line section.

driver

You must always stop your train when you need to obtain, deliver or exchange a token.

Before you take a train onto the single line, you must make sure you receive the correct token for the section of line you are to enter from the signaller or person authorised in the *Sectional Appendix*.

If there is more than one locomotive at the leading end of the train and you are not the driver of the leading locomotive, you must make sure you are shown the token.

You do not need to have the token if:

- the line is under possession
- working by pilotman is in operation
- modified working arrangements are in operation
- your train is to enter the section as an assisting train
- you are authorised to pass the section signal at danger for shunting purposes.

3.2 Handling the token

driver

You must keep the token with you in the cab from which the train is being driven until it is needed by a guard or shunter when shunting is to take place.

If the token has been given to the guard or shunter for shunting purposes, you must not continue with the journey until:

- shunting is completed
- the points have been locked in the correct position for trains to pass on the running line
- the guard or shunter has returned the token to you.

When the train has reached the end of the section concerned, you must give the token to the signaller or the person authorised in the *Sectional Appendix*.

However, if any portion of the train is left on the single line, you must:

- tell the signaller
- keep the token until the whole train is clear of the single line section.

If the signaller tells you that the front portion of the train is to continue on its journey or the rear portion is to be removed by an assisting train in rear, you must then give the token up.

- The signaller must not transfer the token from one train to another unless it has been passed through a token instrument.

However, if an assisting train is to enter the section to assist, from the front, a portion of a train which has been left in the section by

- your train, the signaller may pass the token to the assisting driver without it passing through the instrument.

4

No-signaller token lines

The person responsible: driver

4.1 Entering or fouling the single line

Only one train at a time is allowed in the single line section.

driver

You must always stop your train when you need to obtain, deliver or exchange a token.

Before you take a train onto the single line, you must make sure you receive the correct token for the section of line you are to enter from the signaller or person authorised in the *Sectional Appendix*.

If there is more than one locomotive at the leading end of the train and you are not the driver of the leading locomotive, you must make sure you are shown the token.

You do not need to have the token if:

- the line is under possession
- working by pilotman is in operation
- modified working arrangements are in operation
- your train is to enter the section as an assisting train.

4.2 Handling the token

driver

Where a no-signaller token instrument is provided, you must ask the signaller or the authorised person to release the token **before** the train enters the single line.

If the authorised person has asked the signaller to release the token, you must make sure the authorised person hands you the token and you must also make sure that the token is the correct one.

You must keep the token with you in the cab from which the train is being driven until it is needed by a guard or shunter when shunting is to take place.

If the token has been given to the guard or shunter for shunting purposes, you must not continue with the journey until:

- shunting is completed
- the points have been locked in the correct position for trains to pass on the running line
- the guard or shunter has returned the token to you.

When the train has reached the end of the section concerned, you must:

- give the token to the signaller or the person authorised in the *Sectional Appendix*, or
- where a no-signaller token instrument is provided, you must place the token in the instrument or give the token to the authorised person to do this.

In either case if any portion of the train is left on the single line, you must:

- tell the signaller
- keep the token until the whole train is clear of the single line section.

If the signaller tells you that the front portion of the train is to continue on its journey or the rear portion is to be removed by an assisting train in rear, you must then give up the token.

driver

You must not transfer the token from one train to another unless it has been passed through a token instrument. The only exception to this is when an assisting train is to enter the section to assist, from the front, a portion of a train which has been left in the section.

If however your train has failed and an assisting train is to enter the section from a ground frame which is released by the token, the signaller will instruct you to take the token to the ground frame. (This instruction modifies the instructions shown in module M2 *Train stopped by train failure.*)

When you arrive at the ground frame, you must:

- contact the signaller
- not place the token in the instrument
- come to a clear understanding with the signaller about what is to be done
- hand the token to the driver of the assisting train.

The term	Includes or means:
Detonator	A small disc-shaped warning device, designed to be placed on the railhead for protection and emergency purposes. It explodes when a train passes over it.
Ground frame	A control point containing levers or switches to allow points in running lines and sidings, and any associated signals, to be operated locally. This local operation is only possible when the signaller at the controlling signal box gives a release. Also includes a ground-switch panel.
One-train working	Method of signalling on a single line, with or without a train staff, where only one train at a time is permitted.
Pilotman	A person who has been appointed to manage the passage of trains over a single line during a failure of equipment, during repairs or due to an obstruction.
Protection	Ways of making sure that a line is protected. This includes keeping signals at danger, placing detonators on the line, using a track circuit operating clip and showing a hand danger signal.
Running line	A line as shown in Table A of the <i>Sectional Appendix</i> as a passenger line or as a non-passenger line.
Section signal	A stop signal that controls the entrance to a block section or intermediate block section ahead.

Single line	One line is available for movements in both directions.
Token	Any single line token, staff or tablet.
Train	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.

