

GE/RT8000/TW7
Rule Book

Wrong-direction movements

Issue 2

April 2008

Comes into force 07 June 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.**

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

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

- driver
- signaller.

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1

When a wrong-direction movement can be made

The people responsible: signaller, driver

1.1 Authorising a wrong-direction movement

A wrong-direction movement for which no signal is provided may be authorised **only** in the following circumstances:

signaller,
driver

Movements

- 1 A train is to return as a wrong-direction movement after overrunning a platform.
- 2 A train is to return as a wrong-direction movement after taking a wrong route at a junction.
- 3 A train is to make a wrong-direction movement in order to return from or proceed towards a line blocked by:
 - an accident
 - a failure
 - an obstruction, or
 - other exceptional incident.
- 4 A train cannot continue forward and has to return in the wrong direction because:
 - it has failed, or
 - it cannot be driven from the cab at the leading end.
- 5 A light locomotive or multiple-unit train (loaded or empty) is to proceed in the wrong direction over the affected or unaffected line to assist a failed train.

**signaller,
driver**

- 6 The front portion of a divided train is to return in the wrong direction to the rear portion.
- 7 An engineering train is to move towards or from a line under possession.
- 8 A shunting movement is to be made through points that are worked from a ground frame.
- 9 Single line working is in operation.
- 10 A C21-type Loram rail grinding train is to return in the wrong direction to extinguish a lineside fire with the on-train equipment.

1.2 Driver getting authority**driver**

Before you make the movement, you must get the personal authority of:

- the signaller, or
- the pilotman or handsignaller acting on the signaller's instructions.

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

If you are authorised to make a wrong-direction movement, you must drive the train from the cab at the leading end of the movement, if there is one.

If there is no cab at the leading end of the movement, you can drive from another cab as long as a competent person is available to control the movement.

If the train is stopped at the signal box for the signaller to give instructions, the signaller must, after giving you the necessary instructions, display a yellow handsignal as authority to proceed.

2

Signaller's precautions

*The person responsible: **signaller***

2.1 Making sure the line is safe

Before you authorise a wrong-direction movement for which no signal is provided, you must make sure the line is clear and safe for the movement.

signaller

For the portion of line concerned, you must make sure that:

- the barriers or gates at any manned level crossings are closed to road traffic
- any automatic half-barrier crossing (AHBC) without wrong-direction controls is locally operated
- all points are in the required position and locked by facing point locks (where provided)
- any unworked points are secured
- any ground-frame release giving access to the route is 'normal' unless it needs to be operated for the movement
- you have all 'normal' and 'reverse' indications
- reminder appliances are used as necessary.

2.2 Individual point controls

signaller

On a route-setting panel or work station, you must:

- use the individual point controls to set points in the required position
- ask a competent person, if present, to check the route setting.

Before you authorise the movement, you must stop any train on an adjacent or opposite line which 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.

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 Clearance distance

signaller

You must make sure the line is clear for 400 metres (440 yards) beyond the signal or place to which the movement is required to proceed.

Exceptions

You do not need to carry out this instruction if the movement is proceeding:

- to a stationary train or vehicle
- to the point of obstruction
- to the detonators protecting a possession
- under your authority beyond the point at which it will return to a line in the right direction.

3

Instructing the driver

The person responsible: *signaller*

3.1 Instructions from the signaller

a) Briefing the driver

You must tell the driver:

- what is required
- how far the movement can go
- to check, where possible, that points and crossings are set correctly for the movement
- that any unworked points have been secured.

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

You must make sure the driver clearly understands what is required.

If the train is stopped at the signal box in order for you to give instructions to the driver, you must after giving the necessary instructions, display a yellow handsignal as authority for the train to proceed.

b) During single line working

If the wrong-direction movement is to be made during single line working (see module P1 *Single line working*), you do not need to instruct the driver to proceed with caution **unless** the train is to enter the section 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 run away.

signaller

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 half-barrier crossing (AHBC)

If the crossing is being locally operated, you must instruct the driver to:

- approach the crossing at caution
- not pass over it unless authorised by a green handsignal shown at the crossing.

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.

Crossing with red and green warning lights

You must instruct the driver to:

- approach the crossing at caution
- stop short of the crossing
- sound the horn
- pass over the crossing only if it is safe to do so.

If there are wrong-direction controls, you do not need to carry out these instructions **unless** the movement starts between the wrong-direction speed restriction board and the crossing.

3.2 Instructions through a pilotman or handsignaller

If a pilotman or handsignaller is on duty to instruct the driver, you must make sure this person clearly understands:

signaller

- what to tell the driver, and
- to work **only** to your instructions.

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

4

During the movement

The people responsible: signaller, driver

4.1 Protecting the movement

signaller

You must not work any controls that have 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 any points which have been secured to be released.

Also, you must not allow any conflicting movement to come within 400 metres (440 yards) beyond the signal or place to which the movement is required to proceed.

4.2 Driver's actions

a) Sounding the horn

driver

On starting the movement, you must sound the horn as a warning.

While making the movement, you must frequently give a series of short blasts on the horn to warn anyone on or near the line.

b) Automatic warning system (AWS) indication

You must disregard the AWS indication and cancel any warning indication.

c) Tilting trains

Where trains are permitted to tilt, you must operate the temporary isolation facility on the tilt control system before making a wrong-direction movement for which there is no fixed signal.

After completing the movement, you must reset the tilt control system.

d) Points and crossings

You must:

driver

- approach at caution any facing points, switch diamonds or swing-nose crossings and make sure, if possible, that they are in the correct position
- pass over any unworked points only if you have been told by the signaller that they are secured for the safety of the movement
- not pass over any of these points or crossings at more than **15 mph.**

e) Level crossings

Manned crossing

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 half-barrier crossing (AHBC)

If the signaller tells you that the crossing is being locally operated, you must:

- approach the crossing at caution
- not pass over it unless authorised by a green handsignal shown at the crossing.

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.

Crossing with red and green warning lights**driver**

You must:

- approach the crossing at caution
- stop short of the crossing
- sound the horn
- pass over the crossing only if it safe to do so.

If the crossing has wrong-direction controls, you do not need to carry out these instructions **unless** the movement starts between the wrong-direction speed restriction board and the crossing.

f) Train speed

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

- the train's braking capability
- the distance ahead which you can see to be 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.

When making a wrong-direction movement during single line working, you must also carry out the instructions shown in section 9.4 of module P1 *Single line working*.

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.
Engineering train	Includes an on-track machine.
Facing points	Points where two routes diverge. Includes switch diamonds and swing-nose crossings.
Facing point lock	Equipment that physically locks facing points so that they cannot move.
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.
Level crossing	Any manned, automatic or open crossing shown in Table A of the <i>Sectional Appendix</i> .
Manned level crossing	Any of the following level crossings: <ul style="list-style-type: none">• Operated locally by a signaller or crossing keeper (MCB or LC).• Remotely controlled (RC).• Closed-circuit television (CCTV).• Traincrew operated (TMO).
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.

The term	Includes or means:
Reminder appliance	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.
Single line	One line is available for movements in both directions.
Train	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.
Unworked points	Points that are not operated from a signal box or ground frame.

