

GE/RT8000/TW8
Rule Book

Level crossings

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For information regarding the Rule Book, contact:

enquirydesk@rssb.co.uk

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

- driver
- level crossing attendant.

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1 General information

1.1 Locations of level crossings

The locations of manned, automatic, open and traincrew-operated level crossings are set out in Table A of the *Sectional Appendix*.

1.2 Types of level crossing

This module covers the equipment and operation of the following types of level crossing:

Automatic crossings

| | |
|--|------|
| Automatic half-barrier crossing | AHBC |
| Automatic barrier crossing locally monitored | ABCL |
| Automatic open crossing locally monitored | AOCL |
| Crossing with red and green warning lights | R/G |

Manually controlled

At the location:

| | |
|-------------------------------|-----|
| Manned crossing with barriers | MCB |
| Manned crossing with gates | MG |

Remotely:

| | |
|---|------|
| Remotely controlled crossing with barriers | RC |
| Barrier crossing with closed-circuit television | CCTV |

Traincrew operated

TMO

Open (no barriers, gates or road traffic signals)

| | |
|---|----|
| Open crossing (non-automatic) without road warning lights | OC |
|---|----|

Barrow or foot crossing with white light indicators

User-worked

| | |
|--|-----|
| Crossing with red and green warning lights | R/G |
| Occupation and accommodation (including bridleway) crossing with a telephone | UWC |

2 Drivers' general instructions

The person responsible: driver

2.1 Speed of trains approaching automatic or open level crossings

driver

You must keep within the permitted speed on the approach to an automatic or open level crossing so that road users have enough warning time.

2.2 Wrong-direction movements

a) Wrong-direction controls

driver

Some automatic level crossings have controls that allow the crossings to be operated by trains making wrong-direction movements. These crossings are identified in the *Sectional Appendix* by the letter X (for example, AHBC-X or AOCL-X).

A wrong-direction movement at a crossing that has wrong-direction controls must be made only as shown in the instructions in this module and module TW7 *Wrong-direction movements*.

A wrong-direction speed restriction board (see the example below) is positioned on the approach to level crossings that have wrong-direction controls.



On single and bi-directional lines, all automatic crossings have controls for movements in both directions.

b) Making a wrong-direction movement

When you are making a wrong-direction movement at a level crossing that has wrong-direction controls, you must not exceed the speed shown on the wrong-direction speed restriction board while you are approaching and passing over the crossing.

driver

2.3 Passing over level crossings that are under local control**a) Automatic crossing**

If you are told that an automatic level crossing is under local control, you must:

driver

- approach the crossing at caution
- pass over it **only** if a green handsignal is shown at the crossing.

b) Wrong-direction movement over a CCTV or RC level crossing

If you are making a movement in the wrong direction over a CCTV or RC crossing that is under local control, you must:

- approach the crossing at caution
- pass over it **only** if a green handsignal is shown at the crossing.

2.4 Propelling movements over level crossings

driver

Unless the movement is authorised by the Network Rail area operations manager, you must not propel a train over:

- an ABCL
- an AOCL
- an open crossing.

2.5 Reporting equipment failure

driver

You must report any defect or irregularity with level crossing equipment to the signaller in the quickest way possible.

2.6 Reporting crossing gates left open

driver

You must report any level crossing gates you observe to have been left open to the signaller in the quickest way possible.

3

Automatic half-barrier crossings (AHBC)

The people responsible: driver, level crossing attendant

3.1 Equipment and operation

An AHBC has:

- half barriers and road traffic signals which are operated automatically by approaching trains
- telephones linked directly to the supervising signal box.

The signaller monitors the operation of the crossing remotely by using the indications in the supervising signal box.

3.2 Failed train occupying crossing controls

If your train has failed and the signaller reminds you about the presence of the level crossing, you must assure the signaller that you will make no further movement with your train until the signaller authorises it.

driver

3.3 When an attendant is on duty at the crossing

level crossing attendant

a) Attendant arriving at the crossing

You must have the following equipment with you:

- the keys of the local control units
- two red flags
- a green flag
- two red lights
- a handlamp that can show a green light.

You must report your arrival at the crossing to the signaller and find out what is happening.

You must not open the door to the local control unit until the signaller tells you to do so.

Opening the local control unit before the signaller gives you permission may cause an alarm to activate in the signal box.

b) Taking local control

You must put the crossing on local control when told to do so by the signaller.

You must then move the switch in the local control unit from the 'Auto' position.

If the barriers cannot be operated by the local control switch, you must place the switch in the 'Lower/Hand' position. You must then use the pump handles in each barrier pedestal.

While the barriers are raised, you must display a red flag by day (a red light during darkness, fog or falling snow) at each end of the crossing and they must be clearly visible to the driver of any train which may approach. The red flag or lamp may be fixed in or placed on the ground.

level
crossing
attendant

c) After local control has been taken

The signaller will tell you about each approaching train but you must be alert for trains at all times.

When the signaller tells you that a train is approaching the crossing, you must lower the barriers in time to avoid delaying the train.

If you are operating the barriers with the pump handles, you must first lower one barrier just enough to activate the red road signals and then lower both barriers fully.

When it is safe for a train to pass over the crossing you must remove the red flag or red light and show a green handsignal to the driver. You must take care that road users do not mistake this handsignal for permission to cross.

If the protecting signal is close to the crossing, you must make sure that the train has passed the signal or that the driver has been authorised to pass the signal before showing the green handsignal.

After a train has passed over the crossing, you may raise the barriers if the train was complete with a tail lamp and no other train is approaching.

If a train passes without a tail lamp, you must tell the signaller immediately and not raise the barriers until you are sure that no part of a divided train is approaching.

d) When local control is no longer necessary

level
crossing
attendant

The signaller will tell you when normal working is to be resumed. You must then:

- if, you have operated the barriers by the pump handles, return the handles to their normal (stowed) position
- make sure the barriers are lowered
- place the local control switch in the 'Auto' position
- close and lock the local control unit door
- make sure the barriers rise automatically.

You must tell the signaller when you have done this. You must not leave the crossing until the signaller tells you that you can do so.

You must return the keys and equipment to the place where they are normally kept.

3.4 Driver carrying out the signaller's instructions

driver

You must carry out the signaller's instructions when you approach an AHBC under abnormal situations.

The signaller will instruct you to approach the crossing at caution and not pass over it until:

- you have made sure it is safe to do so, or
- you are given a green handsignal by an attendant at the crossing.

In some circumstances, the signaller will ask you to find out whether the crossing is safe for the passage of trains.

4

Automatic barrier crossing locally monitored (ABCL) and automatic open crossing locally monitored (AOCL) crossings

The person responsible: driver

4.1 Equipment and operation

There are two types of automatic crossing that are locally monitored:

- Automatic barrier crossing locally monitored (ABCL).
- Automatic open crossing locally monitored (AOCL).

a) Equipment

An ABCL has:

- half barriers
- road traffic signals
- a telephone linked to the signal box.

An AOCL has only road traffic signals.

Some AOCLs have a telephone linked to the signal box.

b) Operation

The equipment at both types of crossing is operated:

- automatically by approaching trains, or
- by a driver's plunger or other equipment.

The driver locally monitors the road traffic signals (and the half barriers at an ABCL) by observing a white flashing light that indicates the equipment is operating correctly.

If the road traffic signals operate or the half barriers stay down for an unusually long time, the white flashing light will go out. Soon afterwards:

- the road traffic signals will go out, and
- at an ABCL, the half barriers will rise.

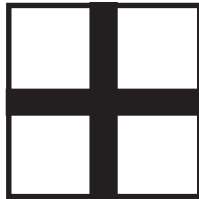
At an ABCL and some AOCLs, another light next to the crossing flashes red when the white light is not lit.

4.2 If a train is not required to stop at the crossing

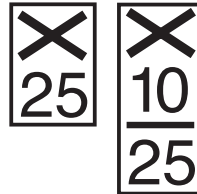
a) Normal working

driver

On passing the warning board, you must control the speed of your train to comply with the speed shown on the speed restriction board.



A warning board



A speed restriction board

If two speeds are shown on the speed restriction board, the higher speed (bottom figure) applies to:

- passenger trains (loaded or empty)
- parcel or postal trains (loaded or empty)
- light locomotives.

The lower speed (top figure) applies to all other trains.

On passing the speed restriction board, you must make sure:

driver

- you can see that the crossing is clear, and
- the white light next to the crossing is flashing.

You may then:

- proceed to the crossing at a speed which is not greater than that shown on the speed restriction board
- accelerate as soon as the front of the train is **on** the crossing.

b) If the crossing is not working normally

You must stop before reaching the crossing if:

- the white light next to the crossing is not flashing or, at an ABCL and some AOCLs, the red light is flashing
- the crossing is obstructed
- you cannot see if the crossing is clear because there is fog or falling snow, or the lighting has failed, or for any other reason
- you are driving an on-track machine which cannot be relied upon to operate track circuits
- your movement is being made in the wrong direction and there are no wrong-direction controls.

However, you may pass over the crossing in any of these circumstances, provided you:

- make sure it is safe to do so
- sound the horn continuously until the front of your train is **on** the crossing.

c) Emergency plunger**driver**

At some crossings there is an emergency plunger in a locked cabinet next to the white-light post which you must use to operate the crossing controls when:

- the level crossing equipment has failed, or
- the equipment has stopped working because it has been operated for an unusually long time.

After you have operated the plunger, you may pass over the crossing but before doing so, you must:

- treat the crossing as having failed
- sound the horn continuously until the front of your train is **on** the crossing.

4.3 If a train is required to stop at the crossing**a) Normal working****driver**

On passing the warning board, you must control the speed of your train to stop at the stop board.

After you have stopped at the stop board, you must:

- if there is a plunger, operate it to activate the road traffic signals but not before you are ready to restart your train
- make sure you can see the crossing is clear and that the white light next to the crossing is flashing
- sound the horn, restart your train and proceed over the crossing.

b) If the crossing is not working normally

You must stop before reaching the crossing if:

driver

- the white light next to the crossing is not flashing or, at an ABCL and some AOCLs, the red light is flashing
- the crossing is obstructed
- you cannot see if the crossing is clear because there is fog or falling snow, or the lighting has failed, or for any other reason.

However, you may pass over the crossing in any of these circumstances, provided you:

- make sure it is safe to do so
- sound the horn continuously until the front of your train is **on** the crossing.

c) Emergency plunger

At some crossings there is an emergency plunger in a locked cabinet next to the white-light post that you must use to operate the crossing controls when:

- the level crossing equipment has failed, or
- the equipment has stopped working because it has been operated an unusually long time.

After you have operated the plunger, you may pass over the crossing but you must:

- treat the crossing as having failed
- sound the horn continuously until the front of your train is **on** the crossing.

4.4 Failure of equipment

driver

If you are instructed by the signaller, you must:

- stop at the crossing
- not pass over the crossing until you have made sure it is safe to do so, if necessary by operating the emergency plunger.

4.5 Failure of equipment and the passage of trains during darkness

driver

If the white light at the crossing is **not** flashing, you must not pass over the crossing during darkness unless one of the following conditions applies:

- The train is a passenger or empty coaching stock (ECS) train with the interior lights lit.
- Arrangements have been made for the crossing to be closed to road traffic.
- There is an attendant at the crossing who has arranged for a red light to be shown on each road approach to stop road traffic using the crossing when a train is required to pass over it.

Exception

You do not need to carry out the above instructions at an ABCL if:

- the barriers have failed in the lowered position, and
- the lights on the barriers are lit.

4.6 Train delayed or stopped out of course when approaching the crossing

If your train is delayed or stopped out of course on the approach to a crossing after the white light has **started** flashing, you must approach the crossing at caution even if the white light continues to flash.

driver

If the white light is **still** flashing when your train reaches the crossing, you may pass over the crossing without stopping.

If the white light has **stopped** flashing when your train reaches the crossing, you must:

- stop short of the crossing
- operate the emergency plunger (if provided)
- pass over the crossing only if it is safe to do so
- sound the horn continuously until the front of your train is **on** the crossing.

4.7 Engineering work or road works affecting the crossing

If the signaller tells you that the road traffic signals have been switched off and at an ABCL the barriers have been left raised because of engineering work or road works, you must treat the crossing as having failed and:

driver

- stop short of the crossing and pass over it only if it is safe to do so
- sound the horn continuously until the front of your train is **on** the crossing.

5

Level crossings with full barriers worked by the signaller, including remote control (RC) and closed-circuit television (CCTV) crossings

The people responsible: driver, level crossing attendant

5.1 Description

The instructions in this section apply to the following types of level crossing that have full barriers and are:

- at signal boxes and worked by the signaller
- worked by the signaller using remote control (RC)
- worked by the signaller or crossing keeper using closed-circuit television (CCTV) surveillance.

The normal position of the barriers is raised, and they must be operated without delaying trains.

5.2 Failure of equipment - all crossings

driver

During certain failures of the level crossing equipment, before clearing the protecting signal, the signaller will instruct you to:

- approach the crossing at caution
- not pass over it until you are sure it is safe to do so.

5.3 When an attendant is on duty at an RC or CCTV crossing

Note: In this section, the term 'signaller' also includes crossing keeper if a CCTV crossing is normally operated by a crossing keeper.

a) Attendant arriving at the crossing

You must have the following equipment with you:

- the keys of the local control units
- a red flag
- a green flag
- a handlamp that can show a red and a green light.

You must report your arrival at the crossing to the signaller and find out what is happening.

You must not open the door to the local control unit until the signaller tells you to do so.

Opening the local control unit before the signaller gives you permission may cause an alarm to activate in the signal box.

b) When the attendant is on duty but the crossing is not on local control

If the signaller cannot get a satisfactory picture of the crossing, you will be told when the barriers are about to be lowered. While the barriers are being lowered, you must tell the signaller if it becomes necessary to stop the lowering process.

You must tell the signaller when the barriers are fully lowered and the crossing is clear.

Trains will then be signalled normally over the crossing.

level
crossing
attendant

**level
crossing
attendant**

If the movement is in a direction for which a signal is not provided, or for any movement in a possession, the train driver will be told to approach the crossing cautiously. When the barriers have been lowered, the signaller will tell you to display a green hand signal to the driver as authority to proceed.

If it has been agreed with the signaller that the barriers will be kept lowered until road traffic is to pass, you must immediately tell the signaller about any road vehicle or person wanting to pass over the crossing.

c) Taking local control

You must put the crossing on local control when told to do so by the signaller. If the barriers are already lowered, you must not raise them until the signaller tells you to do so.

You must then move the switch in the local control unit to the 'Local' position.

If the barriers cannot be operated by the 'Raise' or 'Lower' buttons, you must place the switch in the 'Hand' position. You must then use the pump handles in each barrier pedestal.

The signaller will tell you about each approaching train. You must immediately lower the barriers and tell the signaller when the barriers are fully lowered and the crossing is clear.

If you are operating the barriers by hand, you must first lower one barrier just enough to activate the red road signals. You may then lower the barrier fully. You must lower nearside barriers first and raise them last.

The signaller will tell the train driver what is happening and authorise the protecting signal to be passed at danger.

If the movement is in a direction for which a signal is not provided, or for any movement in a possession, the train driver will be told to approach the crossing cautiously. When the barriers have been lowered the signaller will tell you to display a green handsignal to the driver as authority to proceed.

After the train has passed over the crossing complete with tail lamp, you must ask the signaller for permission to raise the barriers. If a train passes without a tail lamp, you must not raise the barriers until you and the signaller are both sure that no part of a divided train is approaching.

If a barrier does not rise in response to the button, you must immediately stop the raising sequence. You must lower any barriers that have started to rise as soon as it is safe to do so. The barriers must then be operated by hand.

d) When local control is no longer necessary

The signaller will tell you when normal working is to be resumed. You must then:

- if you have operated the barriers by the pump handles, return the handles to their normal (stowed) position
- make sure the barriers are lowered
- place the local control switch in the 'Remote' position
- close and lock the local control unit door.

You must tell the signaller when you have done this. The signaller will then test that the barriers work correctly from the signal box.

You must not leave the crossing until the signaller tells you that you can do so.

You must return the keys and equipment to the place where they are normally kept.

6

Open crossings (non-automatic)

The person responsible: **driver**

6.1 Operation

An open crossing has no barriers, gates or road traffic signals.

There is a 'Give Way' sign on each road approach.

6.2 If a train is not required to stop at the crossing

a) Normal working

driver

On passing the warning board, you must control the speed of your train to comply with the restriction of speed that applies from the combined speed and whistle board to the crossing.



A warning board



A combined speed and whistle board

If two speeds are shown on the combined speed and whistle board, the higher speed (bottom figure) applies to:

- passenger trains (loaded or empty)
- parcel or postal trains (loaded or empty)
- light locomotives.

The lower speed (top figure) applies to all other trains.

On passing the combined speed and whistle board, you must make sure you can see the crossing is clear.

driver

You may then:

- proceed to the crossing at a speed which is not greater than that shown on the combined speed and whistle board
- accelerate as soon as the front of your train is **on** the crossing.

b) Abnormal working

You must stop before reaching the crossing if:

- it is obstructed, or
- you cannot see if the crossing is clear because of fog or falling snow, or for any other reason.

However, you may then pass over the crossing provided that you:

- make sure it is safe to do so
- sound the horn continuously until the front of your train is **on** the crossing.

6.3 If a train is required to stop at the crossing

On passing the warning board, you must control the speed of your train to stop at the stop board.

driver

Before passing the stop board, you must make sure it is safe to pass over the crossing.

7

Crossings with red and green warning lights (R/G)

The person responsible: driver

7.1 Equipment and operation

This type of crossing has:

- red and green warning lights operated by approaching trains for the guidance of crossing users
- user-worked barriers or gates.

At some crossings used by road vehicles, there are telephones linked directly with the signal box controlling that portion of the line.

At R/G level crossings used by road vehicles, the normal position of the barriers or gates is across the roadway.

7.2 Wrong-direction movements

If you are making a wrong-direction movement, the signaller will tell you 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.

7.3 Vehicles that cannot be relied upon to operate track circuits

When making a movement with any vehicle that cannot be relied upon to operate track circuits, you must:

driver

- 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.

7.4 Vehicle gates left open

When gates have been left open at a crossing the signaller will tell you to:

driver

- approach the crossing at caution
- not pass over the crossing until you have made sure it is safe to do so
- tell the signaller whether the vehicle gates are closed.

The signaller may ask you to close the gates.

7.5 Failure of a telephone

If a telephone at a crossing fails the signaller will instruct you to:

driver

- approach the crossing at caution
- not pass over the crossing unless you are sure it is safe to do so.

8

Level crossings operated or supervised by a crossing keeper

The person responsible: driver

8.1 Failure of equipment

driver

During certain failures of the crossing equipment the signaller will instruct you to:

- approach the level crossing at caution
- not pass over it until you are sure it is safe to do so.

8.2 Train failing between the protecting signal and the level crossing

driver

If your train fails between the protecting signal and a crossing operated by a crossing keeper, you must assure the signaller that you will make no further movement with your train until the signaller authorises it.

9

Traincrew-operated crossings (TMO)

The person responsible: driver

9.1 Equipment and operation

These crossings are equipped with barriers (with or without road traffic signals) or gates.

driver

The barriers or gates are operated by a nominated person, who will have the keys or other equipment to do this.

9.2 Passing over the crossing

a) Controlling train speed

On passing the warning board (see the diagram in section 4.2 a) or distant signal, you must control the speed of your train to stop:

- at the stop board, or
- well short of the crossing if there is no stop board.

b) Closing the crossing to road traffic

After your train has stopped, a nominated person will operate the barriers or gates to close the crossing to road traffic.

c) If a white flashing light is provided at the crossing

If a white flashing light is provided next to the stop board, you must pass over the crossing only:

- if the white light is flashing, or
- if the white light is not flashing, it is safe to do so.

d) Opening the crossing to road traffic**driver**

After your train has passed over the crossing, a nominated person will:

- raise the barriers fully and relock the barrier control unit, or
- open the gates to road traffic and relock them.

10

Occupation and accommodation (including bridleway) level crossings

The person responsible: driver

10.1 Equipment and operation

These crossings have user-worked gates or barriers.

driver

Some have a telephone provided for the crossing user to telephone the signaller before animals or vehicles are taken over the crossing.

10.2 Signaller not receiving a telephone call after giving permission to cross

If a crossing user has failed to contact the signaller after taking animals or a large, low or slow moving vehicle over the crossing, the signaller will tell you to:

driver

- approach the crossing at caution
- not pass over it until you have made sure it is safe to do so
- tell the signaller whether the crossing is safe for the passage of trains.

10.3 Failure of a telephone

If a telephone at a crossing fails the signaller will instruct you to:

driver

- approach the crossing at caution
- not pass over the crossing unless you are sure it is safe to do so.

10.4 Vehicle gates left open

driver

When gates have been left open at a crossing the signaller will tell you to:

- approach the crossing at caution
- not pass over it until you have made sure it is safe to do so
- tell the signaller whether the vehicle gates are closed.

The signaller may ask you to close the gates.

11

Barrow or foot crossings with white light indicators

The person responsible: driver

11.1 Equipment and operation

Some barrow or foot crossings have white light indicators.

driver

When lit, the white lights indicate to the user that it is safe to cross.

11.2 Wrong-direction movements

If you are instructed by the signaller, you must:

driver

- approach the crossing at caution
- not pass over it until you are sure it is safe to do so.

11.3 Movements of small-wheeled trolleys

If a crossing user has failed to contact the signaller after taking a small-wheeled trolley over the crossing, the signaller will instruct you to:

driver

- approach the crossing at caution
- not pass over it until you are sure it is safe to do so
- tell the signaller whether the crossing is safe for the passage of trains.

| The term | Includes or means: |
|---------------------------------|--|
| Automatic level crossing | Any of the following level crossings: <ul style="list-style-type: none">• Automatic half-barrier crossing (AHBC).• Automatic barrier crossing, locally monitored (ABCL).• Automatic open crossing, locally monitored (AOCL).• Crossing with red and green warning lights (R/G). |
| Barrow crossing | 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. |
| Bi-directional line | A line on which the signalling allows trains to run in both directions. |
| Engineering train | Includes an on-track machine. |
| Level crossing | Any manned, automatic or open crossing shown in Table A of the <i>Sectional Appendix</i> . |
| Open level crossing | An unmanned level crossing that has no barriers, gates or road traffic signals. It has a 'Give Way' sign on each road approach. |
| 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. |
| Traincrew | Driver and guard. |



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Plain English Campaign.