

**Changes to Specified
Operations
Publications for
October 2007**

GE/RT8001

Issue Thirteen

October 2007

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Changes to Specified Operations Publications for October 2007

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Part A

A1 Introduction

This document contains new and previously published **amendments** to **Specified Operations Publications**, which are considered too urgent to await a complete reissue of the document concerned. **Changes** to the Rule Book modules may be published in the **Amendments** Module if the **changes** do not justify the complete reissue of a module.

A2 Responsibilities

This document meets the requirement of clause 4.1, Railway Safety information, of Railway Group Standard GO/RT3210, Format and content of the periodical operating notice, issue 3. This clause states that Railway Safety (now known as RSSB) shall supply the infrastructure controller with information on **changes** to **Specified Operations Publications** for including in the Periodical Operating Notice.

A3 Scope

This document is primarily used to publish minor **changes** to **Specified Operations Publications**. However, it may also be used to publish material **changes** that have already been consulted on but do not justify the reissue of a Rule Book module.

A4 Implementation

The publication date of this document is 06 October 2007.

The **changes** to the **publications** listed within this document in Part C come into force on 06 October 2007.

A5 Technical content

The technical content of this document has been approved by:

Richard Evans, Principal, **Operations**, RSSB

Enquiries should be directed to RSSB by telephone on 020 7904 7518 or e-mail enquiries@rssb.co.uk.

A6 Definitions

Amendments module

A module, reissued every June and December, containing those **amendments** previously published in the Periodical Operating Notice (PON). It will also contain **amendments** published for the first time and those **amendments** that do not justify reissue of the module concerned.

Material change

Where Railway Group Members are required by a Group Standard to do something physically different.

Changes to Specified Operations Publications for October 2007

Minor change

A Minor change comprises of one of the following:

- Typographical errors or **changes** to administrative details such as telephone numbers, or
- **Changes** for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety; or
- **Changes** to operational documents affecting only one Railway Group Member, provided that the Railway Group Member consents to those **changes**.

Specified Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent **changes**. These include:

- Modular Rule Book GE/RT8000
- Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods GO/RM3053
- Working Manual for Rail Staff: Freight Train **Operations** GO/RM3056

Periodical Operating Notice

An official document for publishing details of **changes** to **Specified Operations Publications** and local operational **publications** to the railway industry. Sometimes referred to as the PON.

Part B **Changes** since previous issue

This table shows the **changes** to part D of this document since the previous issue was published on 02 June 2007.

Amendment No	Publication and section	Reason
No amendments from GE/RT8001 have been superseded since the previous issue		

Changes to Specified Operations Publications for October 2007

Part C New Amendments to Specified Operations Publications

C1 GE/RT8000 Modular Rule Book

Amendment No. 10/07 (October 2007)

Rule Book module GSM-R, Global System for Mobile Communications –
Railway (GSM-R)

Explanation of change

Since this module was printed in October 2006, issue 2 of module S4 Trains or shunting movements detained, or vehicles left, on running lines has been introduced and this includes reference to GSM-R radio. Consequently there is no longer any need for module GSM-R to change the requirements of module S4.

Note: Rule Book module GE/RT8000/GSM-R contains extracts of rules from Rule Book modules G1, G2, M1, S4, T6, TW1 and TW5 with additional requirements on the operation of Global System for Mobile Communications – Railways (GSM-R). These rules are specifically for use during the GSM-R trial in Strathclyde. The implementation date for these rules will be advised locally.

Part D: Amends Module S4: Trains or shunting movements detained or vehicles left on running lines

Delete all of Part D.

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C2 GO/RM3053 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods, issue 2

Amendment No. 11/07 (October 2007)

GO/RT3053/1, Appendix 1, List of dangerous goods with their United Nations Number, Dangerous Goods Class and TOPS Commodity Code, issue 3

Explanation of change

As a result of **amendments** to UN/RID/ADR which have to be reflected in UK domestic legislation the following are necessary to GO/RT3053/1 Working Manual for Rail Staff – Handling and Carriage of Dangerous Goods – Appendix 1 List of Dangerous Goods with their United Nations number, Dangerous Goods Class and TOPS Commodity Code:

<u>UN No.</u>	<u>Amendment</u>
UN 1014	Delete whole entry
UN 1015	Delete whole entry
UN 1366	Delete whole entry
UN 1370	Delete whole entry
UN 1979	Delete whole entry
UN 1980	Delete whole entry
UN 1981	Delete whole entry
UN 2005	Delete whole entry
UN 2445	Delete whole entry
UN 2600	Delete whole entry
UN 2662	Delete whole entry
UN 3051	Delete whole entry
UN 3052	Delete whole entry
UN 3053	Delete whole entry
UN 3076	Delete whole entry
UN 3433	Delete whole entry
UN 3435	Delete whole entry
UN 3461	Delete whole entry

Changes to Specified Operations Publications for October 2007

C3 GO/RM3056 Working Manual for Rail Staff: Freight Train **Operations**, issue 2

Amendment No. 12/07 (October 2007)

GO/RT3056/J, Section C, Freight Train **Operations** – Intermodal Traffic, issue 2

Explanation of change

The load unit carrying vehicles that this clause originally applied to have been withdrawn and replaced by other types of vehicle. The maintenance regimes for load unit carrying vehicles have also changed. The clause J6.2 is no longer necessary.

J6.2, Swapbodies

Delete the whole clause

Changes to Specified Operations Publications for October 2007

Part D Previous Amendments to Specified Operations Publications

D1 GE/RT8000 Modular Rule Book

Amendment No 09/07 (June 2007)

Rule Book module TW1, Preparation and movement of trains: General, issue 5

Explanation of change

This amendment updates the instructions relating to the use of the public address system. This is to facilitate any train operator that wishes drivers to make announcements on non-DO trains, to remove a largely obsolete requirement to warn passengers not to open doors prematurely and to remove the requirement to caution passengers about leaving behind possessions, which is not appropriate for the Rule Book. The warning about premature opening of doors relates to slam door stock, and was incorrectly shown to apply only to terminal and principal stations, whereas the risk applied at any station.

Section 10.10 has been amended to read as follows:

10.10 Using the public address system

driver

If your train operating company's instructions require you to make certain announcements using the public address system, you must not make those announcements when the train is moving if you may become distracted and put the safe operation of the train in danger.

Changes to Specified Operations Publications for October 2007

Amendment No 08/07 (June 2007)

Rule Book module SS1, Station duties and train dispatch, issue 1

Explanation of change

This amendment is to correctly reflect in Rule Book module SS1 the procedure for dispatching trains using an 'RA' indicator. It is necessary for the guard of a train equipped with central door locking (CDL), or formed of power-operated door stock to give a 'ready-to-start' signal to the person in charge of the platform before the latter operates the 'RA' indicator, but the rules did not reflect this.

Sections 7.2, 7.3, 7.6 and 7.7 have been amended to read as follows:

7.2 Starting a train with slam doors that has a guard

**person in
charge of
platform**

You must give the guard the STATION WORK COMPLETE handsignal.

guard

When you receive the STATION WORK COMPLETE handsignal, you must:

- make sure it is safe for the train to start
- give the READY-TO-START signal to the driver, or if the train is being dispatched using the right away indicator, to the person in charge of the platform

**person in
charge of
platform**

If local instructions require you to use the right away indicator to dispatch the train, you must use it to relay the guard's READY-TO-START signal to the driver.

Changes to Specified Operations Publications for October 2007

Amendment No 08/07 (June 2007)

Rule Book module SS1, Station duties and train dispatch, issue 1 *continued*

7.3 Starting a train fitted with central door-locking that has a guard

person in charge of platform

You must give the guard the STATION WORK COMPLETE handsignal.

guard

When you receive the STATION WORK COMPLETE handsignal, you must operate the central door-locking.

person in charge of platform

When the exterior hazard lights have gone out, you must then carry out the train safety check.

You must repeat the STATION WORK COMPLETE handsignal to the guard.

guard

When you receive the second STATION WORK COMPLETE handsignal, you must:

- make sure it is safe for the train to start
- close the door from where the central door-locking is being operated
- give the READY-TO-START signal to the driver, or if the train is being dispatched using the right away indicator, to the person in charge of the platform
- stay at the door control panel with the door key switch in the ON position until the train has passed clear of the platform
- remove the key from the door control panel.

Before leaving the position, you must lock the door control panel.

person in charge of platform

If local instructions require you to use the right away indicator to dispatch the train, you must use it to relay the guard's READY-TO-START signal to the driver.

Changes to Specified Operations Publications for October 2007

Amendment No 08/07 (June 2007)

Rule Book module SS1, Station duties and train dispatch, issue 1 *continued*

7.6 Starting a train with power-operated doors that are operated by a guard

a) Station work complete

person in charge of platform

You must give the guard the STATION WORK COMPLETE signal by using a CD indicator if there is one, or by the appropriate handsignal.

guard

When you receive the STATION WORK COMPLETE handsignal, you must close the doors except the local door from where the train is being worked.

b) After the train doors are closed

person in charge of platform

After the guard has closed the doors, you must carry out the train safety check.

You must then repeat the station work complete handsignal to the guard.

guard

When you receive the second STATION WORK COMPLETE handsignal, you must:

- make sure it is safe for the train to start
- close the local door
- where appropriate, check the door interlock light is lit
- give the READY-TO-START signal to the driver, or if the train is being dispatched using the right away indicator, to the person in charge of the platform
- make sure the door control panels are secured.

person in charge of platform

If local instructions require you to use the right away indicator to dispatch the train, you must use it to relay the guard's READY-TO-START signal to the driver.

Changes to Specified Operations Publications for October 2007

Amendment No 08/07 (June 2007)

Rule Book module SS1, Station duties and train dispatch, issue 1 *continued*

7.7 Starting a train worked by a guard where the driver operates the doors

a) Station work complete

person in charge of platform

You must give the guard the STATION WORK COMPLETE signal by using a CD indicator if there is one, or by the appropriate handsignal.

guard

When you receive the STATION WORK COMPLETE handsignal you must give CLOSE DOORS signal (1-2) to the driver.

driver

When you receive the CLOSE DOORS signal (1-2), you must:

- close the doors
- acknowledge the signal by repetition.

b) After the doors are closed

person in charge of platform

After the doors have closed, you must carry out the train safety check.

You must then repeat the STATION WORK COMPLETE handsignal to the guard.

guard

When you receive the second STATION WORK COMPLETE handsignal, you must:

- make sure that it is safe for the train to start
- close the local door
- where appropriate, check the door interlock light is lit
- give the READY-TO-START signal to the driver, or if the train is being dispatched using the right away indicator, to the person in charge of the platform.

driver

When you receive the READY-TO-START signal from the guard or the right away indicator, you must:

- where appropriate, check the door interlock light is lit
- acknowledge the READY-TO-START signal if you have received this from the guard.

person in charge of platform

If local instructions require you to use the right away indicator to dispatch the train, you must use it to relay the guard's READY-TO-START signal to the driver.

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Amendment No 07/07 (June 2007)

Rule Book module M2, Train stopped by train failure, issue 1

Explanation of change

Section 4.3 of this module was amended in Issue 3 of module AM dated December 2006. The conditions when emergency protection is required shown in that section of module M2 were different from the conditions shown in module M1.

The amendment brought the two modules into line with the instructions previously published in the Master Rule Book GO/RT3000.

This instruction appears in both sections 2.2 and 4.3 of this module, but only section 4.3 was amended. This amendment brings section 2.2 into line with section 4.3.

Section 2.2 has been amended to read as follows:

2.2 Carrying out emergency protection if necessary

driver

Whether or not you need an assisting train, you must carry out emergency protection in rear of your train if you cannot immediately contact the signaller and any of the conditions shown below applies:

- Temporary block working is in operation.
- Working of a single or bi-directional line by pilotman is in operation.
- Single line working is in operation but only if the train is travelling over the single line in the wrong direction and you are not accompanied by the pilotman.
- Instructions in the *Sectional Appendix* require that emergency protection arrangements must be applied at the location where your train has failed.

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D2 GO/RM3053 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods, issue 2

Amendment No 03/07 (February 2007)

GO/RT3053/1, Appendix 1, List of dangerous goods with their United Nations Number, Dangerous Goods Class and TOPS Commodity Code, issue 3

Explanation of change

As a result of **amendments** to UN/RID/ADR which have to be reflected in UK domestic legislation the following are necessary to GO/RT3053/1 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods – Appendix 1 List of Dangerous Goods with their United Nations number, Dangerous Goods Class and TOPS Commodity Code:

UN No	Amendment
1143	Amend column 2 to read "Crotonaldehyde or Crotonaldehyde stabilized"
1463	Add "6.1" before "8" in column 4
1740	Amend column 2 to read "Hydrogendifluorides, solid"
1779	Amend column 2 to read "Formic acid with more than 85% acid", add "3" in column 4.
1848	Amend column 2 to read "Propionic acid with less than 90% acid"
2823	Amend column 2 to read "Crotonic acid, solid"
3245	Amend column 2 to read "Genetically modified micro-organisms or Genetically modified organisms"
3373	Amend column 2 to read "Biological substance, Category B"

Insert the following new entries: -

UN No	Substance	Dangerous Goods Class	Subsidiary Risk(s)	Packing Group	TOPS Commodity Code
3412	Formic acid with not more than 85% acid	8		II, III	557
3463	Propionic acid with not less than 90% acid	8	3	II	557
3469	Paint, flammable, corrosive Or Paint related material, flammable, corrosive	3	8	I, II, III	505, 506
3470	Paint, corrosive, flammable or Paint related material, corrosive, flammable	8	3	II	507
3471	Hydrogendifluorides solution	8	6.1	II, III	557
3472	Crotonic acid, liquid	8		III	557
3473	Fuel cell cartridges	3			596/597

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D3 GO/RM3056 Working Manual for Rail Staff: Freight Train Operations, issue 2

Amendment No 10/06 (February 2006)

GO/RT3056/E, Section E, Movement of Freight Trains, issue 2

Explanation of change

Clause E5.2 (a) has been amended to say that, as part of the enhanced air brake continuity test the train preparer only needs to check the application and release of the brakes on the first vehicle next to the locomotive, instead of the first three.

Section E5.2 has been amended to read as follows:

E5 Special brake testing instructions using the enhanced air brake continuity test

E5.2 On the first occasion a locomotive is attached to a train an enhanced air brake continuity test must be carried out, as follows:

- (a) after the normal brake continuity test has been carried out, the person responsible for train preparation must advise the driver that an additional brake continuity test is required, in order to check the application and release of the brakes on the first vehicle next to the locomotive
- (b) the driver must be instructed to make an emergency brake application. When the person responsible for train preparation is satisfied that the brakes have applied, he must instruct the driver to raise the brake pipe pressure. He must then observe that the brakes release. The driver must overcharge the brake pipe when continuity has been proved
- (c) the person responsible for train preparation must then complete and sign an enhanced air brake continuity test slip and hand it to the driver. The slip must be countersigned by the driver and handed to any relieving driver who must also countersign it.

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Amendment No 02/04 (April 2004)

GO/RT3056/C, Section C, Principles of Safe Freight Train **Operations**, issue 2

Explanation of change

Software modifications to enable TOPS to calculate freight train lengths in metres and to include the length of the locomotive(s) and any brake vans have not yet been completed. It is therefore necessary to continue with the method of calculation presently in use.

Section C1.2 has been amended to read as follows:

C1.2 Length The train length, excluding that of the locomotive and brake van, expressed in metres or SLUs, must not exceed the length limit for any part of the line. Assisting locomotives are to be assessed as 20 metres or 3 SLUs. The length limits for lines, or portions of lines, are published by Network Rail. A chart is included in Table A of this Working Manual, for conversion of SLUs, feet and metres.

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Part E **Amendments** summary

GE/RT8000 Modular Rule Book.

Module and Section amended	Number	Published
GSM-R issue 1. Part D: Amends module S4	10/07	Oct 2007
M2 issue 1. Section 2.2 Carrying out emergency protection if necessary	07/07	Jun 2007
SS1 issue 1. Section 7.2, 7.3, 7.6 and 7.7 (parts of Section 7 Starting a train from a staffed platform)	08/07	Jun 2007
TW1 issue 5. Section 10.10 Using the public address system	09/07	Jun 2007

GO/RM3053 Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods, issue 2.

Section amended	Number	Published
GO/RT3053/1 issue 3, Appendix 1	03/07	Feb 2007
GO/RT3053/1 issue 3, Appendix 1	11/07	Oct 2007

GO/RM3056 Working Manual for Rail Staff: Freight Train **Operations**, issue 2.

Section amended	Number	Published
GO/RT3056/C issue 2, Section C, 1.2 Length	02/04	Apr 2004
GO/RT3056/E issue 2, Section E5, Special brake testing instructions using the enhanced air brake continuity test	10/06	Feb 2006
GO/RT3056/J issue 1, Section J6.2, Swapbodies	12/07	Oct 2007