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Briefing Leaflet

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The following modules and handbooks will be re-issued and come into force on 07 December 2024:

Handbook 1 General duties and track safety for track workers

Handbook 6 General duties of an individual working alone (IWA)

Handbook 7 General duties of a controller of site safety (COSS)

Handbook 8 IWA, COSS or PC blocking a line

Handbook 11 Duties of the person in charge of the possession (PICOP)

Handbook 12 Duties of the engineering supervisor (ES) in a possession (*This handbook has been renamed*)

Handbook 15 Duties of the machine controller (MC) and the on-track plant operator

Module OTM Working of on-track machines (OTM)

Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

Module SP Speeds

Module SS2 Shunting

Module T3 Possession of a running line for engineering work

Module TS1 General signalling regulations

Module TS9 Level crossings - signaller's regulations

Module TS11 Failure of, or work on, signalling equipment - signallers' regulations

Module TW1 Preparation and movement of trains

Module TW5 Preparation and movement of trains: Defective or isolated vehicles and on-train equipment

Module TW7 Wrong-direction movements

Module TW8 Level crossings - drivers' instructions

RS521 Signals, Handsignals, Indicators and Signs handbook

Handbook 1 General duties and track safety for track workers

KEY CHANGES

A new section has been added to this module outlining the actions for staff to take when travelling on a route-proving train. Following recommendations from the Rail Accident Investigation Branch into the Carmont accident, a new standardised approach to route proving has been developed. As part of this project, the Rule Book has been updated with instructions telling staff what to do if they are required to access the track from a route-proving train.

The rules concerning holders of handbooks 1, 6 and 7 going on or near the line, either alone or as part of a group, have historically been very general without taking into account varying degrees of competency. They have been the subject of a complete review and have been extensively revised with the following objectives:

- To provide a clear definition of when walking on or near the line is permitted and for what reasons.
- To define the extent to which walking on or near the line is permitted for varying levels of competency.
- To define the permitted arrangements for crossing lines open to traffic when walking.

This handbook explains that going on or near the line alone is only permitted for a controller of site safety (COSS) or individual working alone (IWA) when carrying out work, or walking to or from a site of work; for someone other than a COSS or IWA who has to join or leave a group, and must do so under the instructions of a COSS; or someone other than a COSS or IWA who is allowed to go on or near the line under a method of working shown in company instructions. To go on or near the line with others, a COSS must be present who has given a briefing on the safe system of work that will apply. Instructions are also included on moving round unexpected obstacles and crossing lines open to traffic.

Section 2.3 allows getting off a moving rail vehicle if it is one designed for continuous slow-speed movement. Modifications to some vehicles of this type are being carried out with the intention that they could be boarded whilst moving. This section has been changed to allow staff to get on and off this type of vehicle.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

DETAIL OF CHANGES

Section headings in bold relate to issue 7 of Handbook 1.

2 General instructions

2.3 Getting on and off moving rail vehicles

This section has been changed to allow getting on a moving rail vehicle if it is one designed for continuous slow speed movement.

3 Going on the lineside

3.2 Working on the lineside

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.3 Using a road vehicle on the lineside

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

4 Going on or near the line alone

This section has been changed throughout to remove reference to the obsolete competency of safe work leader (SWL).

4.1 General

This section has been changed and now only allows going on or near the line for:

- a COSS or IWA to carry out work
- a COSS or IWA to walk to or from a site of work
- a person not acting as a COSS or IWA, when told by a COSS that the person can walk to or from a site of work where other members of a group are working
- a person not acting as a COSS or IWA, when a method of working shown in company instructions allows this.

4.3 While walking alone

This section has been changed so that it explains in more detail what is meant.

4.4 When a train approaches

This section has been changed to be consistent with the limitations on walking alone.

4.5 Joining or leaving a group

This is a new section explaining what is to happen if someone has to join or leave a group that is working.

5 Going on or near the line with others

This section has been changed throughout to remove reference to the obsolete competency of safe work leader (SWL).

5.7 Moving around obstacles

This is a new section that explains the COSS's actions in this situation.

5.8 Crossing open lines

This is a new section which explains that this is only permitted on the instructions of the COSS.

5.9 During route proving

This section has been added to include general duties of track workers when required to alight from a route-proving train to clear debris or inspect assets.

9 Communications procedure

9.2 Lead responsibility

This section has been changed to remove reference to the obsolete competency of safe work leader.

Handbook 6 General duties of an individual working alone (IWA)

KEY CHANGES

The rules concerning going on or near the line have historically been very general and have not taken account of varying degrees of competency. This handbook has not contained any rules concerning an IWA when walking to or from a site of work and these have now been included. An IWA is only permitted to walk on or near the line to get to or return from a site of work and then only if:

- The IWA has blocked the open line.
- Someone else has blocked the line and the IWA has agreed a safe system of work with that person.
- The IWA is carrying out an alternative arrangement shown in a safe work pack or company instructions.

An IWA is allowed to place possession protection providing the person in charge of the possession (PICOP) has given an assurance that the protecting signal for the line concerned has been placed to danger. To cater for the corresponding situation on an ERTMS line, a reference has been added to the route being closed.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from the handbook.

DETAIL OF CHANGES

Section headings in bold relate to issue 7 of Handbook 6.

2 Walking on or near the line

This is a new section containing rules that apply to an IWA who has to walk on or near the line.

2.1 When you can walk on or near the line

The section explains that to walk on or near the line, the line must be blocked or the IWA must carry out alternative arrangements shown in the safe work pack or company instructions.

2.2 Moving around obstacles

The section explains what an IWA must do if any unexpected obstacles are encountered.

2.3 Crossing open lines

The section explains the only circumstances in which an IWA can cross any lines open to traffic.

2 Work that you can do without the line being blocked

This section and the subsections has been renumbered 3 and 3.1 to 3.5 respectively as a result of the introduction of a new section 2.

2.2 Patrolling inspecting or examining

The section has been renumbered 3.2 as a result of introducing a new section 2.

The wording has been changed to say that these arrangements must not be 'used' rather than 'relied upon' as this explains the intended meaning more simply.

3 Work that needs the line to be blocked

This section and all sub-sections have been renumbered 4 and 4.1 to 4.3 respectively as a result of the introduction of a new section 2.

3.2 Before starting work that affects the safety of the line

The section has been renumbered 4.2 as a result of introducing a new section 2.

Reference to the obsolete competency of safe work leader (SWL) has been removed.

3.3 Placing possession protection

The section has been renumbered 4.3 as a result of introducing a new section 2.

This section has been changed to includes a reference to the route being closed on an ERTMS line.

Reference to the obsolete competency of safe work leader (SWL) has been removed.

Handbook 7 General duties of a controller of site safety (COSS)

KEY CHANGES

The rules concerning going on or near the line have historically been very general and have not taken account of varying levels of competency. This handbook has not contained any rules concerning a COSS walking alone to or from a site of work and these have now been included. A COSS is only permitted to walk on or near the line alone in order to get to or return from a site of work and then only if:

- The COSS has blocked the line.
- Someone else has blocked the line and the COSS has agreed a safe system of work with that person.
- The COSS is carrying out an alternative arrangement shown in the safe work pack or in company instructions.

A new section 5 has been introduced on walking with a group to or from a site of work, or between sites of work. In this situation the COSS must set up a safe system of work that would apply when walking with a group, or an alternative arrangement shown in the safe work pack. However site wardens cannot be used as a safe system of work, and the use of lookouts requires to be authorised. This section also includes arrangements if anyone has to join, leave or rejoin the group.

Noise from work that is being carried out can prevent any member of a group from hearing any warning that is given when the safe system of work in use is either equipment or lookout warning. A new instruction has been included to say that the COSS must not use equipment or lookout warning if this would be the case.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from the handbook.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of Handbook 7.

2 Walking alone on or near the line

This is a new section containing rules that apply to a COSS who has to walk on or near the line.

2.1 When you can walk alone on or near the line

The section explains that to walk on or near the line, the line must be blocked or the COSS must carry out alternative arrangements shown in the safe work pack or company instructions.

2.2 Moving around obstacles

The section explains what a COSS must do if any unexpected obstacles are encountered.

2.3 Crossing open lines

The section explains the only circumstances in which a COSS can cross any lines open to traffic.

2 Work that you can do without the line being blocked

This section and the subsections have been renumbered 3 and 3.1 to 3.3 respectively as a result of the introduction of a new section 2.

2.2 Patrolling, examining or inspecting when alone

The section has been renumbered 3.2 as a result of introducing a new section 2.

The title has been changed in line with the separation of arrangements for working alone or with a group, although the rule has not been changed.

The wording has been changed to say that these arrangements must not be 'used' rather than 'relied upon' as this explains the intended meaning more simply.

3 Work that needs the line to be blocked

This has been renumbered 4, and sections 3.1 to 3.4 as sections 4.1 to 4.4 as a result of the introduction of a new section 2.

3.3 Before starting work

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

The section has been renumbered 4.3 as a result of the introduction of a new section 2.

Cross references to renumbered sections 4.1 and 4.2 have been changed.

3.4 Placing possession protection

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

This section has been renumbered 4.4 as a result of the introduction of a new section 2.

4 Working with a group

This section has been renumbered as section 6 as a result of the introduction of new sections, and sections 4.1 to 4.8 as sections 6.1 to 6.8.

4.1 Remaining with your group

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

4.4 Blocking the line

This section has been changed to remove reference to the obsolete competency of safe work leader. (SWL)

4.7 Safe system of work using ATWS, SATWS, TOWS or LOWS (equipment warning)

This section has been changed to say that this safe system of work must not be used if noise from the work would prevent anyone on the group from hearing the warning.

This section has been renumbered 6.7 because of the introduction of new sections.

4.8 Safe system of work using lookouts (lookout warning)

This section has been changed to say that this safe system of work must not be used if noise from the work would prevent anyone on the group from hearing the warning.

This section has been renumbered 6.8 because of the introduction of new sections.

5 Walking with a group

This is a new section that contains rules that apply to a COSS who is walking with a group.

5.1 Before starting to walk with a group

This is a new section explaining the responsibilities of the COSS.

5.2 Moving around obstacles

This is a new section explaining what a COSS must do in this situation.

5.3 Crossing open lines

This is a new section explaining when a COSS can allow a group to cross any open lines.

5.4 Joining or leaving a group

This section explains how a lone person can be allowed to join, leave or rejoin a group that is working at a site of work.

5 COSS briefing

This section has been renumbered as section 7 as a result of the introduction of new sections 2 and 5.

6 Visitor permits

This section has been renumbered as section 8 as a result of the introduction of new sections 2 and 5.

Handbook 8 IWA, COSS or PC blocking a line

KEY CHANGES

A new section has been added to this module outlining the actions of a COSS when travelling on a route-proving train. Following recommendations from the Rail Accident Investigation Branch into the Carmont accident, a new standardised approach to route proving has been developed. As part of this project, the Rule Book has been updated with instructions telling staff what to do if they are required to access the track from a route-proving train.

As part of an intention to use new technology to better protect staff working on the railway, equipment has been the subject of successful trials which allows a COSS to disconnect signalling equipment remotely as a further means of providing additional protection for a line blockage. The handbook has been changed to include this as a further permitted means of providing additional protection.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

DETAIL OF CHANGES

Section headings in bold relate to issue 9 of Handbook 8.

1 Arranging to block a line

1.5 During route proving

A new section has been added to include the actions taken by a COSS during the operation of route-proving trains and what the COSS is required to do if accessing the track from that train to carry out their duties.

2 Blocking the line

2.2 Additional protection

This section has been amended because of the introduction of a new section 2.12 describing an new method of additional protection that is now permitted.

2.12 Remote disconnection of signalling equipment

This is a new section which describes this further method of additional protection that is now permitted.

4 During the line blockage

4.2 Handing over to another COSS or SWL

The title and wording of this section have been changed to remove reference to the obsolete competency of safe work leader (SWL).

5 Giving up or suspending the line blockage

5.1 Giving up or suspending the line blockage

This section has been amended because of the introduction of a new method of additional protection that is now permitted.

6 Role of the protection controller (PC)

The wording of this section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

Handbook 11 Duties of the person in charge of the possession (PICOP)

KEY CHANGES

The report of a RAIB investigation into a 'near miss' with possession support staff included a recommendation that the arrangements for granting possessions in signal boxes and control centres with multiple workstations should be reviewed and where appropriate improved.

The Rule Book describes each possession as being of one line only, and any other signaller involved is assumed to be on the same line of route. Possessions are now frequently planned to cover extensive mileages on the same line of route, or to involve more than one line of route. Where more than one running line is involved, these may be published as a single item. Irregularities have arisen such as signallers not being aware that a possession has been granted, poor safety-critical communications and signallers being asked to grant permission for protection to be placed in areas they are not familiar with. It is also possible that a signaller may not be aware of the boundaries of other signalling control areas or the correct contact details when required to advise other signallers concerned.

Successful trials have been carried out of an alternative arrangement under which the person in charge of the possession (PICOP) contacts each signaller who has a protecting signal for the possession when a possession is being granted or given up, and agrees the arrangements so far as that signaller's area of control in concerned. Each of those signallers is responsible for advising adjacent signallers who do not have a protecting signal. These arrangements have now been included in the Rule Book.

When possession is taken around one or more engineering trains, the driver is instructed not to make any movement until instructed to do so by the PICOP or engineering supervisor (ES). There is no definite requirement to tell the driver that the possession has been granted and drivers have been in doubt as to this, or have misunderstood a preliminary conversation as meaning the possession has been granted. A requirement has been introduced for the PICOP or ES to tell the driver that the possession has been granted.

'Back-to-back' possessions are now permitted to be taken when the detonator protection has been placed in relation to points, providing no movements will take place from one possession into another. Clarification has also been included that the detonator protection for a 'back-to-back' possession can be at a 'sub-standard' distance.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of Handbook 11.

4 Taking the possession

4.1 Confirming the details with the signaller

The PICOP is now required to contact each signaller who controls a protecting signal leading to the line under possession and make all the necessary arrangements with those signallers so far as they are concerned.

4.2 Taking possession around one or more engineering trains

This section has been changed to say that the PICOP is required to tell a driver that the possession has been granted.

4.3 'Back-to-back' possessions

This section has been changed to include 'back-to-back' possessions where the protection has been placed in relation to points, and to clarify that any 'back-to-back' possession is permitted when the protection has been placed at a 'sub-standard' distance.

4.4 Arranging the possession protection

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

6 Work sites

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

8 Train movements

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

11 Change of personnel

11.2 Change of ES or SWL

The title and wording of this section have been changed to remove reference to the obsolete competency of safe work leader (SWL).

12 Giving up the possession

12.1 Making sure the work is complete

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

12.3 Removing the possession arrangements

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

Handbook 12 Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession

KEY CHANGES

The title of this handbook has been changed to remove the obsolete reference to the competency of safe work leader (SWL).

When possession is taken around an engineering train, the driver is instructed to make no further movement until authorised by the PICOP or ES. There is however no definite requirement to tell the driver that the possession has been granted, and in some cases drivers have been in doubt whether this is the case, or have misunderstood a preliminary conversation as meaning the possession has been granted. To overcome this, the ES must tell the driver of any engineering train within the work site that the possession has been granted before giving any authority for movement.

When a work site is set up or extended around one or more engineering trains, section 3.2 of this handbook prohibits any movement until the work site marker boards (WSMBs) are in place. If a work site is being set up solely to allow a mobile maintenance train (MMT) to work, staff on board are required to place the WSMBs. This means they have to leave the MMT and proceed to the limits of the work site, contrary to the purpose of using an MMT to reduce the need to leave the train and be exposed to trackside risk. Section 3.2 now contains an exception to allow an MMT to move to the limits of the work site so that the staff can put up the WSMBs.

The competency of safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from the handbook.

Additional protection for a protection zone can now also be provided by using engineering possession reminders (EPRs).

DETAIL OF CHANGES

Section headings in bold relate to issue 9 of Handbook 12.

2 Competence and identification

All references to the obsolete competency of safe work leader (SWL) have been removed from this and other sections of the handbook.

3 Setting up the work site

3.2 Setting up or extending the work site around one or more engineering trains

This section has been changed to say that the engineering supervisor (ES) must tell the driver of any engineering train that the possession has been granted.

This section has been changed to allow an MMT to move to the limits of the work site so that staff on the MMT can put up WSMBs.

8 Change of personnel

8.1 Change of ES or SWL

The title and wording of this section have been changed to remove reference to the obsolete competency of safe work leader (SWL).

10 Giving up the work site

10.2 Arrangements where the COSS or IWA is to telephone the ES or SWL

The title and wording of this section have been changed to remove reference to the obsolete competency of safe work leader (SWL).

11 Protection zones

11.3 Arranging the additional protection

This section has been changed to include the use of EPRs.

Handbook 15 Duties of the machine controller (MC) and on-track plant operator

KEY CHANGES

Section 10 of this handbook contains the arrangements when an item of on-track plant (OTP) is working adjacent to an open line. Questions have been raised about the correctness of the present wording and changes have been made.

Section 10.1 defines a need for clearance between the OTP and any open line, and that if the clearance is not available the open line must be blocked. Section 10.2 describes how the adjacent line is to be protected, with section 10.3 describing an alternative method of doing so. The present wording incorrectly describes section 10.3 as being an alternative to section 10.1, whereas the intended meaning is that the method of protection is normally as described in section 10.2, but that section 10.3 can be used in the circumstances described.

The wording has been changed to give the correct intended meaning. Section 10.1 refers to 'enough' clearance being available without defining what this means. As there is no standard distance this section has been changed to say that the required clearance is shown in company instructions.

The competency of a safe work leader (SWL) is no longer a recognised one. All references to a safe work leader have been removed from this handbook.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of Handbook 15.

1 Definitions

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

6 On and off-tracking

6.1 General

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

7 Making rail movements

7.1 Getting authority for movements

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

7.4 Speed of movements

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

7.5 Points

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

7.10 Level crossings

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

7.11 Signals and block markers

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

7.12 Work-site marker boards

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

10 When working

10.1 General

This section has been changed to say that the necessary clearance is shown in company instructions, and to correct the cross reference.

10.2 Protecting other lines

This section has been changed by including the contents of section 10.3 to improve its clarity.

The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

10.4 When work is to be carried out on OTP

This section has been renumbered 10.3 as a result of the existing section 10.3 being combined with section 10.2.

The section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

11 Leaving OTP unattended

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

Module OTM Working of on-track machines (OTM)

KEY CHANGES

Section 10 of Handbook 15 *Duties of the machine controller (MC) and on-track plant operator* describes the arrangements that apply if any item of on-track plant (OTP) including any load, will foul an adjacent open line. This also applies to a line adjacent to any vehicles being loaded by the OTP with extendable equipment. A similar situation can apply to cranes classed as on-track machines, and to ballast cleaners or regulators that are equipped with conveyors, and similar instructions have been introduced in this module.

Section 4.3 has been updated with the actual warning horn sound the competent person is expected to use when making a wrong-direction movement.

DETAIL OF CHANGES

Section headings in bold relate to issue 11 of module OTM.

4 Working outside a possession

4.3 Wrong-direction movements

The instruction around the competent person has been reworded to better fit the Rule Book style. The instruction is now addressed to the driver and has been expanded to include the actual warning horn sound to be used in alignment with the wording in GERT8000-TW1 section 48.

4.4 Maintaining clearance from other lines

This is a new section, containing instructions similar to those already published for on-track plant working within a possession.

5 Working within a possession

5.1 Maintaining clearance from other lines

This section has now been expanded to include instructions, similar to those already published for on-track plant, to show the arrangements that apply when an adjacent line will be fouled.

Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

KEY CHANGES

Section 3.1 of this module requires a signaller on an ERTMS line who is authorising a driver to pass an end of authority (EoA) without a movement authority (MA) to tell the driver about any permissible speeds that are lower than the ceiling speed that applies to a movement in staff responsible mode. This is because those permissible speeds in that situation are not shown on the driver-machine interface (DMI). It has been pointed out that a signaller may not have a sufficient knowledge of permissible speeds to be able to do so. This section has been changed so that the signaller is only required to tell the driver about any temporary or emergency speed restrictions lower than the ceiling speed. These are not displayed on the DMI, but the signaller would be aware of them.

When section 4.5 was changed to refer to signals other than main aspect or stop signals up to which a driver might be given authority to pass a signal at danger, the same change in wording was not made in section 3.1 and this change has now been made.

DETAIL OF CHANGES

Section headings in bold relate to issue 11 of module S5.

3 Authorising the movement

3.1 Instructions from the signaller

This section has been changed so that a signaller is not required to tell a driver about any permissible speeds below the ceiling speed on an ERTMS line.

The wording has also been changed to refer to position-light and semaphore shunting signals for consistency with section 4.5.

Module SP Speeds

KEY CHANGES

After successful trials on various UK routes, explanation and diagrams of the new acceleration indicators have been introduced into this module. These signs, placed at the end of emergency and temporary speed restrictions, inform drivers when they can accelerate their train back to the permissible speed of the line. Applications for permanent speed restrictions have also been included.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of module SP.

2 Permissible Speeds

2.1 Permissible speeds and enhanced permissible speeds

This section has been changed to refer to and explain the new acceleration indicator signs that have been introduced for permissible speeds.

3 Temporary speed restriction (TSR)

3.2 Normal arrangements with lineside equipment

This section has been changed to refer to and explain the new acceleration indicators for temporary and emergency speed restrictions.

Module SS2 Shunting

KEY CHANGES

Section 5.7 has been amended to include the actual warning horn sound to be used when entering a shed or building, in alignment with section 48 of TW1.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of module SS2.

5.7 Entering a shed or building

The driver instructions have been expanded to include the actual warning horn sound to be used and in alignment with the wording in GERT8000-TW1 section 48.

Module T3 Possession of a running line for engineering work

KEY CHANGES

The report of a Rail Accident Investigation Branch (RAIB) investigation into a 'near miss' with possession support staff included a recommendation that the arrangements for granting possessions in signal boxes and control centres with multiple workstations should be reviewed and where appropriate improved.

This module of the Rule Book describes each possession as being of one line only, and any other signaller involved is assumed to be on the same line of route. Possessions are now frequently planned to cover extensive mileages on the same line of route, or to involve more than one line of route. Where more than one running line is involved, these may be published as a single item. Irregularities have arisen such as signallers not being aware that a possession has been granted, poor safety-critical communications and signallers being asked to grant permission for protection to be placed in areas they are not familiar with. It is also possible that a signaller may not be aware of the boundaries of other signalling control areas or the correct contact details when required to advise other signallers concerned.

Successful trials have been carried out of an alternative arrangement under which the person in charge of the possession (PICOP) contacts each signaller who has a protecting signal for the possession when a possession is being granted or given up, and agrees the arrangements so far as that signaller's area of control is concerned. Each of those signallers is responsible for advising adjacent signallers who do not have a protecting signal. These arrangements have now been included in the Rule Book.

When possession is taken around one or more engineering trains, the driver is told not to make any movement until instructed to do so by the PICOP or engineering supervisor (ES). There is no definite requirement to tell the driver that the possession has been granted and drivers have been in doubt as to this. A requirement has been introduced for the PICOP or ES to tell the driver that the possession has been granted.

'Back-to-back' possessions are now permitted to be taken when the detonator protection has been placed in relation to points, providing no movements will take place from one possession into another. Clarification has also been included that the detonator protection for a 'back-to-back' possession can be at a 'sub-standard' distance.

For trains leaving a possession, the use of the heading 'Standard arrangement' in section 4.6 a) had been misinterpreted as meaning that this only applies when detonator protection is at the 'standard' distance. To avoid ambiguity this section has been retitled 'Normal arrangement'.

Following a recent incident in which an on-track machine entered a possession at an intermediate point without the necessary authority from the PICOP or signaller, it was agreed that the instructions to drivers on who can give that authority did not completely explain the procedure. The instructions to drivers have now been expanded so that they do reflect those that already existed for PICOPs and ESs. These changes were previously published in the December 2023 *Periodical Operating Notice*.

Additional protection for a protection zone can now be provided by the use of engineering possession reminders (EPRs).

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed.

DETAIL OF CHANGES

Section headings in bold relate to issue 11 of module T3.

2 Taking the possession

2.1 PICOP confirming the details

The PICOP is now required to contact each signaller who controls a protecting signal leading to the line under possession and make all the necessary arrangements with those signallers so far as they are concerned.

2.2 Taking possession around one or more engineering trains

This section has been changed to say that the PICOP or ES is required to tell a driver that the possession has been granted.

2.3 Arranging to block the line

This section no longer refers to another signaller who controls a protecting signal, as this rule now applies to every signaller who controls a protecting signal.

2.8 'Back-to-back' possessions

This section has been changed to include 'back-to-back' possessions where the protection has been placed in relation to points, and to clarify that any 'back-to-back' possession is permitted when the protection has been placed at a 'sub-standard' distance.

4 Train movements

4.6 Leaving the possession

The title of section 4.6 a) has been changed to 'Normal arrangements' to avoid ambiguity.

5 Movements over level crossings

5.1 When these instructions apply

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

9 Driver's duties

9.1 Authority for movement of engineering trains (See diagram T3.4)

Section 9.1 a) has been changed to explain that drivers will be met at the intermediate point where the train will enter the possession, and who will meet them.

Section 9.1 c) has been changed to explain that if a train is to enter a possession from a siding under possession directly into a work site, the engineering supervisor (ES) or a competent person on behalf of the ES will meet the train at the exit from the siding.

These changes were previously published in the December 2023 *Periodical Operating Notice*.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

9.5 Indicating each work site

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

9.6 During the movement

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

9.7 When a possession is to be taken around one or more engineering trains

This section now includes a requirement for the driver to be told that the possession has been granted.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

9.8 When a possession is to be given up around engineering trains

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

10 Protection zones

This section has been changed throughout to remove reference to the obsolete competency of safe work leader (SWL).

10.1 Setting up the protection zone

This section has been changed to include the use of EPRs as a method of additional protection.

10.6 Giving up the protection zone

This section has been changed to include the use of EPRs as a method of additional protection.

Module TS1 General signalling regulations

KEY CHANGES

A new section has been included in this module to guide signallers on the actions they must take when advised that line-proving trains are to operate. Following the formalisation of the process in new standards, rules have been placed into section 23 to give signallers a formal process for dealing with a line-proving train.

When personnel ask for trains to be stopped on a running line for their own protection, as described in regulation 13.1, the signaller has historically been required to complete a line blockage form (NR3180). Investigations into two 'near miss' incidents have questioned the appropriateness of using that form for this purpose, as it contains much detail that would not be relevant to this situation. A new simpler form (NR3178) has been introduced which contains only detail relevant to this situation, which should reduce errors in compiling the form.

Rule Book module T10 *Duties of a designated person (DP) and people working on rail vehicles* includes in section 6 a requirement for the DP to arrange with the signaller to block an adjacent running line when work is to be carried out on the side of a vehicle nearest to that running line and the distance between the outside rail of the line on which the vehicle is standing and that adjacent running line is less than 3 metres (approximately 10 feet). There is no corresponding instruction to signallers concerning this requirement, and to overcome this omission, a reference has been added in regulation 13.1.1 to this situation.

It has been pointed out that regulation 13.2.3 is not correct at present. The requirement to tell any other signaller should be to tell any other signaller who controls a portion of line within the line blockage. The term 'protecting signal or block marker' is used in regulation 13.2.3 in a way that is not consistent with how this is defined in regulation 13.2.2. Regulation 13.2.3 says that the signaller granting the line blockage must tell any crossing keepers who may be affected. Whilst this is correct so far as any crossing keeper within that signaller's area of control is concerned, it would be any other signaller controlling a portion of line within the line blockage who would tell any crossing keepers within that area of control. Regulation 13.2.3 has been reworded to correct these points.

As part of an intention to use new technology to better protect staff working on the railway, equipment has been the subject of successful trials which allows a COSS to disconnect signalling equipment remotely as a further means of providing additional protection for a line blockage. Regulations 13.2.4 and 13.2.7 have been changed to include this as a further permitted means of providing additional protection.

DETAIL OF CHANGES

Section headings in bold relate to issue 17 of module TS1.

12 Dealing with trains that cannot be relied upon to operate track circuits

12.1 When this general signalling regulation must be used

This regulation has been changed to include the operation of a line-proving train.

13 Safety of personnel

13.1 Personnel asking for trains to be stopped

13.1.1 When this regulation must be used

This regulation has been changed as it can now also be used when a designated person (DP) requests a running line to be blocked when work is to be carried out on the side of a vehicle nearest to that running line.

13.1.3 Providing protection from trains

This regulation has been changed as the signaller will complete form NR3178 rather than NR3180.

13.1.4 When the activity is completed

This regulation has been changed as the signaller will complete form NR3178 rather than NR3180.

13.2 COSS, IWA, PC blocking a line

13.2.3 Blocking the line

This regulation has been changed to state correctly which other signaller must be told, to remove an incorrect reference to another signaller having a protecting signal or block marker, and to say that the other signaller is responsible for advising crossing keepers in that area of control.

13.2.4 Additional protection

This regulation has been changed to include remote disconnection of signalling equipment as another method of additional protection.

13.2.7 Completing or suspending the line blockage

This regulation has been changed to include remote disconnection of signalling equipment as another means of additional protection.

23 Operation of line-proving trains

This section has been added outlining the actions a signaller must take when told about the operation of a line-proving train by operations control.

Module TS9 Level crossings - signaller's regulations

KEY CHANGES

It has been pointed out that whilst regulations 8.5.1 and 8.5.2 permit wrong-direction movements over an RC or CCTV level crossing supervised by a crossing keeper whether or not a level crossing attendant is on duty, regulation 8.8 requires an attendant to be appointed during single line working. Regulation 6.9 allows an attendant not to be appointed at an RC or CCTV level crossing worked by a signaller, providing this is authorised in the *Signal Box Special Instructions*, It has been found that it was in the past intended to remove the exemption from both regulations on the basis that the inclusion in the *Signal Box Special Instructions* avoided the need for regulations. However although regulation 8 was changed, regulation 6 was not and there is an anomaly as a result. To overcome this, a reference to the exemption has been restored to regulation 8.8.

Regulation 9 requires the driver of a wrong-direction movement that has started between the wrong-direction speed restriction board ('X' board) and a level crossing with red/green warning lights to approach the level crossing at caution and not pass over it unless it is safe to do so. These crossings in the past were provided at relatively infrequent intervals, but owing to the increased number of level crossings that have been equipped with overlay miniature stop lights in recent years, the relationship between an 'X' board and the level crossing to which it applies may not be apparent, and another level crossing of this type may intervene. This is not necessarily an issue with a movement that passes through the whole section, but to reduce the possibility of a train not approaching such a level crossing at caution, a new instruction has been introduced to say that a train making a wrong-direction movement must proceed at caution until either the movement is completed, or the train passes an 'X' board.

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this changes have been made to remove any references to level crossings as being 'manned' and replace these with the term 'manually-controlled'. This change was previously published in the December 2022 *Periodical Operating Notice*.

DETAIL OF CHANGES

Section headings in bold relate to issue 4 of module TS9.

1 Types of level crossing

This regulation has been changed to refer to level crossings as 'manually-controlled' rather than 'manned'.

This change was previously published in the December 2022 *Periodical Operating Notice*.

8 Level crossings worked by a crossing keeper

8.8 Single line working over a CCTV or RC crossing supervised by a crossing keeper

This section has been changed to remove an inconsistency with regulation 8.5.

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

This section has been changed so that it caters better for more than one crossing of this type being located close together.

Module TS11 Failure of, or work on, signalling equipment, signaller's regulations

KEY CHANGE

Regulation 10.1 allows a signaller to issue an on-sight (OS) movement authority (MA) when it is not possible to issue a full supervision (FS) MA, as an alternative to authorising a train to pass an end of authority (EoA) without an MA. The line is required to be clear as far as the overlap of the next EoA which is at a stop signal. This was written to refer to an ERTMS line with lineside signals, and to allow the same to apply to an ERTMS line without lineside signals, the wording has now been changed to refer also to a block marker.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of module TS11.

10 Allowing a train on which ERTMS is in operation to pass an EoA when it is not possible to signal the movement

10.1 Unable to issue a full supervision (FS) MA to the train

The wording has been changed to say the next EoA can be one at a block marker as well as at a signal.

Module TW1 Preparation and movement of trains

KEY CHANGES

A new section has been added to this module outlining the actions of drivers and signallers when told about the operation of a route-proving train. Following recommendations from the RAIB concerning the Carmont accident, a new standard has been created which is designed to create a more standardised approach to route proving. As part of this project, rules for signallers and drivers have been developed. These rules include the actions that should be taken if members of staff have been provided to travel on the route-proving train to assist in the action of examination and inspection, or to assist in clearing debris that is on the track. As a result of this insertion, all sections after section 30 have now been renumbered.

The title of section 10.3 has been changed to say that this applies at a station where no platform starting signal is provided, to clarify its intended meaning.

Section 14.4 requires an assisting train making a wrong-direction movement towards a failed train to display headlights at both ends. This was introduced following a case in which a driver was alarmed by sighting a tail lamp apparently ahead. The requirement appears to provide very little benefit as it does not apply to other wrong-direction movements where the same possibility would apply. It is also the case that some rolling stock cannot display headlights at both ends at the same time. The requirement has been removed, and the same requirements will apply as for any other wrong-direction movement.

Following an incident in which a driver encountered what were 'reportable' rail adhesion conditions, but the full extent of the affected portion of line was not at first apparent, the rules have been changed to include more guidance on what a driver should report to a signaller. In particular, a report should state the locations between which reportable conditions were encountered, so that the extent of the problem is better understood.

In another incident, a controlled test stop was arranged before the rail head had been treated, involving a portion of line where there is a reduction in permissible speed. The rule has been changed so that if the signaller is told about 'reportable' conditions at a location where the driver would be reducing the speed of the train, the signaller must arrange for the drivers of subsequent trains to be told about the circumstances, and a controlled test stop must not be arranged until after the rail head has been treated.

The instructions concerning train radio equipment in section 41 have been updated to include the use of the different types of calls. This section now includes rules relating to the urgent call, the acknowledged safety broadcast call and the driver's safety device (DSD) alarm call. These were originally in document RS523, which is an information handbook and cannot include instructions. The final removal of rules from RS523 is currently pending until the next phase of the work is complete.

The section on warning horns, section 48, has been updated. The changes aim to improve driver recall in high-stress situations and ensure a wider understanding of which warning horn sound is expected in each situation. Although the purpose of the horn is to provide a warning, different uses can assist in conveying different levels of urgency. The instructions have been simplified to refer to sounds rather than tones to make them easier to understand.

The title of section 48.2 has been changed to 'warning sounds to use' to better reflect the content and the instructions have been simplified throughout. The content of the main table now contains all scenarios in which the Rule Book requires the warning horn to be sounded, except for some degraded situations. This table is complemented by section 48.3.

The instruction to frequently sound the horn in all wrong-direction movements was removed in issue three of GERT8000-TW7. There was no value identified for this instruction as no authorised safe systems of work for track workers depend on hearing an approaching train, and the frequent sounding of the horn would be no guarantee that anyone would hear it at the time. However, this rule remained in the table in TW1 and has now been removed. Sounding the horn continuously is not a mitigation measure specific to the type of movement. The driver would sound the horn if they saw someone on or near the line in accordance with the relevant instruction.

In alignment with the changes in section 48, the driver instructions in sections 26.4, 40 and 45 have also been expanded to include the actual sound to be used.

DETAIL OF CHANGES

Section headings in bold relate to issue 19 of module TW1.

10 Driver's reminder appliance (DRA)

10.3 When stopping at a station platform where no signal is provided

This title of this section has been changed to make its intended meaning clearer.

14 Lights on trains

14.4 Lights when making a wrong-direction movement

This section has been changed to say that the same requirements apply to any wrong-direction movement.

26 Propelling movements

26.4 During the movement

The driver instructions have been expanded to include the actual warning horn sound to be used and in alignment with the wording in section 48.

28 Rail adhesion

28.2 When to report rail adhesion levels

This section has been changed so that the signaller must obtain more information when told about rail adhesion levels by a driver.

The locations where the signaller must take action must be taken if told about 'reportable' rail adhesion levels now includes a portion of line where a driver would be reducing the speed of the train.

28.3 Arranging a controlled test stop

This section has been changed to include a location where a driver would be reducing the speed of the train as one where a controlled test stop must not be arranged unless the rail head has been treated.

30 Route-proving trains

30.1 Before starting route proving

This section has been added to give signallers and drivers a process to follow when told about the operation of route-proving trains over an area of railway that has been closed due to extreme weather events. This rule sets out a process for what to agree prior to route proving, and what to do while carrying out route proving.

30.2 During route proving

This section has been added to give signallers and drivers a process to follow when the operation of route-proving trains is taking place over an area of railway that has been closed due to extreme weather events. This rule sets out a process of what to do when operating the train, and how to deal with reporting and allowing members of staff that may be provided to assist that need to exit the train to clear the route.

30 Sanding equipment

As a result of introducing a new section 30, this section has been renumbered 31.

31 Sidings and goods line

As a result of introducing a new section 30, this section has been renumbered 32.

32 Single line working

As a result of introducing a new section 30, these sections have been renumbered 33, 33.1 and 33.2.

33 Single lines worked with a token or with or without a train staff

As a result of introducing a new section 30, these sections have been renumbered 34, 34.1, 34.2 and 34.3.

34 Snow conditions

As a result of introducing a new section 30, this section has been renumbered 35.

35 Starting a train

As a result of introducing a new section 30, these sections have been renumbered 36, 36.1 and 36.2.

36 Stopping a train at a station where the train is booked to stop

As a result of introducing a new section 30, this section has been renumbered 37.

37 Stopping or stabling a train

As a result of introducing a new section 30, these sections have been renumbered 38, 38.1, 38.2 and 38.3.

38 Stopping short of, or overrunning a platform

As a result of introducing a new section 30, these sections have been renumbered 39, 39.1 and 39.2.

39 Train in distress

As a result of introducing a new section 30, this section has been renumbered 40.

The driver instructions have been expanded to include the actual warning horn sound to be used and in alignment with the wording in section 48.

40 Train radio equipment

40.1 Using the train radio safely

This section has been renumbered due to changes introduced in previous sections.

40.2 Communicating with the signaller

This section has been renumbered due to changes introduced in previous sections.

40.3 Signaller unable to contact the driver

This section has been renumbered due to changes introduced in previous sections.

40.4 Radio area boundaries

The title of this section has been updated to better reflect the content and reduce any confusion. This section is specific to the GSM-R voice radio equipment.

40.5 Making an emergency call

The title of this section has been updated to better reflect the content and introduce better consistency and clarity within the section.

The description of this type of call clarifies that RECs affect other trains in the area and makes it easier for users to know when to use this facility.

40.6 Railway emergency group call (REC)

The title of this section has been updated to better reflect the content and introduce better consistency and clarity within the section.

40.7 Duties of the competent person

This section has been renumbered due to changes introduced in previous sections.

41.8 Making an urgent call

This is a new section. It incorporates content originally only included in RS523.

The content now clearly identifies the difference between RECs and urgent calls, to improve user confidence when using these calls.

41.9 Receiving an urgent call

This is a new section. It includes the actions when receiving an urgent call.

41.10 Acknowledged safety broadcast call

This is a new section. It incorporates actions regarding acknowledged safety broadcast calls and the situations in which these calls are to be used.

41.11 Driver's safety device (DSD) alarm call

This is a new section. It incorporates signaller actions regarding DSD alarm calls.

A signaller must check if the driver is incapacitated after receiving a DSD alarm call. One way to do this is to make a public address (PA) call to the train asking for help; however, this will not be possible in freight trains or OTMs. The GSM-R radio signaller panel will display 'PA call' if the facility is available. The rules now reflect this.

41 Train requiring to stop in section

As a result of introducing a new section 30, these sections have been renumbered 42, 42.1, 42.2 and 42.3.

42 Train stopped out of course or unable to make normal progress

As a result of introducing a new section 30, these sections have been renumbered 43, 43.1 and 43.2.

43 Traincrew being relieved

As a result of introducing a new section 30, this section has been renumbered 44.

44 Trains put in danger

As a result of introducing a new section 30, these sections have been renumbered 45, 45.1, 45.2, 45.3 and 45.4.

44.1 When other trains are put in danger

The driver instructions have been expanded to include the actual warning horn sound to be used and in alignment with the wording in section 48.

45 Trespassers

As a result of introducing a new section 30, these sections have been renumbered 46, 46.1, 46.2 and 46.3.

46 Vehicles labelled for repair or with a NOT TO BE MOVED board attached

As a result of introducing a new section 30, these sections have been renumbered 47, 47.1 and 47.2.

47 Warning horn

As a result of introducing a new section 30, these sections have been renumbered 48, 48.1, 48.2 and 48.3.

47.2 Warning tones to use

The section title has been changed to better reflect the content. All wording has been simplified and the main table now contains all scenarios in which the Rule Book requires the warning horn to be sounded, except for some degraded situations.

- As a generic warning of a train approaching. This instruction has not changed, but the wording has been amended to make it simpler to understand. When available, the two-tone warning is more widely identified as a train and gives the human ear more chance to notice it.

- As an urgent warning. This has been changed to a 'long blast'. When a generic warning has been sounded without the desired response, sounding the horn for a longer period can portray the urgency of the imminent danger. The previous instruction to sound a series of short warnings was deemed unintuitive in an emergency.

- As a train in distress. This has been added to the table for completion but remains unchanged.

- At whistle boards. This rule remains unchanged since 2007. This is a single tone during the permitted hours due to the potential nuisance to neighbours. It is important that the sound has a sufficient duration for the users of the crossing to hear the warning.

- As a warning of a train movement. This has been added to the table for completion and expanded to refer to movements in general. However, when in a depot or siding, or when entering a shed or building, people may be in the proximity of the train, so if available, the driver can use the soft setting or depot whistle to produce the sound at a reduced volume.

- For other situations, the table refers to company instructions.

47.3 Sounding the horn as a warning

The section complements the content of 48.2 and has been updated.

The instructions regarding the whistle boards have been updated to better emphasise the need to sound the horn at the correct location when passing the whistle board. The sound of a single tone of the horn works together with the location of the whistle board to allow level crossing users to receive enough warning of the train's approach, taking into consideration the train's speed; sounding the horn before or after the board affects the warning time. In addition, the section now reminds drivers of the need to also sound the horn when passing a whistle board when making a movement in the wrong direction. The whistle board may be located on an adjacent line but will apply for the direction in which the move is being undertaken.

48 Working on the outside of a train

As a result of introducing a new section 30, this section has been renumbered 49.

Module TW5 Preparation and movement of trains: Defective or isolated vehicles and on-train equipment

KEY CHANGES

The driver instructions in sections 9.2 and 14.3 have been amended to include the actual warning horn sound to be used, in alignment with section 48 of module TW1. Some wording has also been updated to improve clarity.

DETAIL OF CHANGES

Section headings in bold relate to issue 12 of module TW5.

9 Driving cab windows - broken or obscured

9.2 Starting a journey from somewhere other than a maintenance depot

The driver instructions have been expanded to include the actual warning horn sound to be used, in alignment with GERT8000-TW1 section 48. In addition, the word 'frequently' was replaced by 'as necessary' to improve clarity.

14 Headlights, marker lights and tail lamps

14.3 During the journey

The table instructions when the headlight has completely failed have been updated. The driver instructions have been expanded to include the actual warning horn sound to be used, in alignment with GERT8000-TW1 section 48. In addition, the word 'frequently' was replaced by 'as necessary' to improve clarity.

Module TW7 Wrong-direction movements

KEY CHANGES

After successful trials on various UK routes, new acceleration indicators have been introduced into the Rule Book. In line with the wording that has been introduced into other modules, TW7 was amended so that the wording regarding the application of trains accelerating when reaching a level crossing was extended to this module.

Section 4.2 states that unless a wrong-direction movement starts between the wrong-direction speed restriction board (X board) and a level crossing with red and green warning lights, it is not necessary to carry out the instructions concerning approaching the crossing at caution. These crossings were in the past provided at relatively infrequent intervals, but owing to the number of level crossings that have been provided with overlay miniature stop lights in recent years, the relationship between an 'X' board and the level crossing to which it applies may not be apparent and another level crossing of this type may intervene. This is not necessarily an issue with a movement that passes through the whole section, but to reduce the possibility of a train not approaching such a level crossing at caution, the rule has been changed to say that a train making a wrong-direction movement must proceed at caution either until the movement has been completed, or until the train passes an 'X' board.

The driver instructions in section 4.2 have been amended to include the actual warning horn sound to be used, in alignment with section 48 of module TW1.

DETAIL OF CHANGES

Section headings in bold relate to issue 9 of module TW7.

4 During the movement

4.2 Level crossings

Wording of this section has been amended to match that for acceleration indicator speed signs, advising drivers they can accelerate when the front of their train reaches the level crossing.

The driver instructions have also been expanded to include the actual warning horn sound to be used, in alignment with module TW1 section 48.

This rule has also been changed so far as the requirement to proceed at caution towards a level crossing with red and green warning lights is concerned.

Module TW8 Level crossings - drivers' instructions

KEY CHANGES

The driver instructions in section 4.2 have been expanded to include the actual warning horn sound to be used in alignment with module TW1 section 48.

The Rule Book has been reviewed to remove cases of gender-specific language which can be taken as an assumption that only males are involved. This may deter applications for employment or promotion. To overcome this, changes have been made to remove any references to level crossings as being 'manned' and replace these with the term 'manually-controlled'. This change was previously published in the December 2022 *Periodical Operating Notice*..

DETAIL OF CHANGES

Section headings in bold relate to issue 9 of module TW8

1 Types of level crossing

This section has been changed to refer to level crossings as 'manually-controlled' rather than 'manned'.

4 ABCL and AOCL crossings

4.2 If a train is required to stop at the crossing

The driver instructions have been expanded to include the actual warning horn sound to be used in alignment with module TW1 section 48.

RS521 Signals, Handsignals, Indicators and Signs handbook

KEY CHANGES

After successful trials on various UK routes, new acceleration indicators have been introduced into this module. These signs, placed at the end of emergency and temporary speed restrictions, inform drivers when they can accelerate their train back to the permissible speed of the line. Applications for permanent speed restrictions have also been included, where continuing at the reduced speed is unnecessary. Examples include level crossing sighting issues or collision risks at junctions, rather than controlling derailment risks.

The meaning of an 'Off' indicator on an ERTMS line is that the route has been set, and section 5.8 has been changed to include this explanation, in the interests of completeness.

DETAIL OF CHANGE

Section headings in bold relate to issue 6 of handbook RS521.

5 Other signals and indicators

5.8 'Off' indicators

This section has been changed to include the meaning of an 'Off' indicator on an ERTMS line.

7 Speed indicators

7.1 Permissible speed indicators

This section has been changed to include an image and explanation of the use of the new acceleration indicator together with a permanent speed indicator. The image includes signs with imperial and metric speed signage.

8 Speed restriction signs

8.1 Temporary speed restriction signs

This section has been changed to include an image and explanation of the use of the new acceleration indicator as part of a temporary speed restriction. The wording has been amended for the termination indicator, with a more detailed explanation of its use in line with the introduction of the new acceleration indicator board.



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