

GERT8000-OTM Rule Book



Working of on-track machines (OTM)

Issue 8






Module OTM

September 2017
Comes into force 02 December 2017



Conventions used in the Rule Book

	Example
A black line in the margin indicates a change to that rule and is shown when published in the module for the first time.	
Green text in the margin indicates who is responsible for carrying out the rule.	
A white i in a blue box indicates that there is information provided at the bottom of the page.	
A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.	

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

- a driver of an on-track machine
- an operator of an on-track machine
- a signaller.

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1

When these instructions apply

The people responsible: driver, operator, signaller

The instructions in this module apply to on-track machines (OTM) when under their own power. They are additional to all other instructions applying to train working shown in other modules.

**driver,
operator,
signaller**

These instructions also apply to OTM that is hauled into a possession by an engineering train, such as:

- track-relaying machines
- ballast cleaners
- rail-delivery trains
- rail cranes.

2

Entering service

The person responsible: driver

2.1 Before starting a journey

driver

Before you start a journey on a running line, you must tell the signaller:

- the type of OTM
- its maximum speed
- whether it can be relied upon to operate track circuits.

2.2 Carrying out a running brake test

driver

You must test that the automatic brake is working effectively by carrying out a running brake test as shown in your train operating company instructions.

3

OTM that cannot be relied upon to operate track circuits

The people responsible: driver, signaller

3.1 Signalling the OTM

You must use the following special reporting numbers if the OTM cannot be relied upon to operate track circuits:

driver,
signaller

Reporting number	Maximum speed
6Z09	50 mph (80 km/h) or above
7Z09	40 (65 km/h) or 45 mph (70 km/h)
8Z09	35 mph (55 km/h) or less

3.2 Reporting to the signaller

If you are stopped at any stop signal when outside a possession, you must always tell the signaller immediately even though you may be able to see why the signal is at danger.

driver

You must tell the signaller when the OTM has passed clear of any location that the signaller has specified.

3.3 Passing over level crossings

Except for AHBC level crossings fitted with treadles, before passing over any automatic level crossing or a barrow or foot crossing with white light indications, you must:

driver

- approach the crossing at caution
- only pass over the crossing if it is safe to do so
- sound the horn until the OTM is on the crossing.

4 Working outside a possession

The people responsible: driver, signaller

4.1 Conditions for working outside a possession

driver,
signaller

This section does not apply to authorised types of OTM, such as track-recording vehicles, rail-grinding trains, rail-head treatment trains and mobile maintenance trains.

You can only allow other types of OTM to work outside a possession if all of the following apply.

- The OTM is a type that is allowed to work outside a possession.
- The work is a type that can be done outside a possession.
- The line is not a track circuit block line, an ERTMS line or an absolute block line where there is an intermediate block home signal.
- The work will not require wrong-direction movements (except as shown in 4.3).
- The work is not on the overhead line equipment.

4.2 Telling the signaller

driver

You must treat the OTM as a train requiring to stop in section as shown in section 40 of module TW1 *Preparation and movement of trains*.

You must tell the signaller the OTM will be working outside a possession.

signaller

If the driver of an OTM tells you that it will be working outside a possession, you must deal with this as a train requiring to stop in section.

4.3 Wrong-direction movements

An OTM that is allowed to work outside a possession on any type of line can make an unsignalled wrong-direction movement when necessary to return towards, or up to the start of, its site of work.

If the rail grinding causes a lineside fire, you can make an unsignalled wrong-direction movement to return to put out the fire, as long as the signaller has authorised this.

When any OTM is making a wrong-direction movement, you can drive from a driving cab that is not the leading one, as long as there is a competent person riding in the leading driving cab.

This competent person must keep a good look out and sound the horn as a warning to anyone on or near the line.

driver,
signaller

driver

5 Working within a possession

The people responsible: driver, operator

5.1 Maintaining clearance from other lines

driver,
operator

You must make sure that the OTM, including any load, can work without fouling any other line on which a movement can take place.

If this is not possible the following will apply.

- If the line affected is a running line within a possession, you must make sure the affected portion of line is within a work site and the engineering supervisor (ES) or the safe work leader (SWL) for that work site has given you permission to foul that line.
- If the line affected is a running line not under possession, you must make sure that a controller of site safety (COSS) or SWL has arranged a blockage of the affected portion of line.
- If the line affected is a siding, you must make sure that the affected portion is under possession, and the person in charge of the siding possession (PICOS) has given you permission to foul that siding.

5.2 Driving position

driver,
operator

You can drive from another driving cab when an OTM is working within a work site as long as this forms part of the safe system of work shown in the method statement.

You must make sure that there is a competent person riding in the leading cab or controlling the movement from the ground.



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