

**GE/RT8000/PoSA
Rule Book**

Proceed-on-Sight Authority (PoSA)

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These instructions are additional to all other Rule Book modules. They apply only where PoSA signals are provided.

You will need this module if your duties require you to identify and understand the meaning of PoSA signals.

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.	driver
A white i in a blue box indicates that there is information provided at the bottom of the page.	
<div style="border: 2px solid red; padding: 5px;">A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.</div>	

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Definitions

The people responsible: all concerned

In this module the term 'all concerned' means anyone who needs to understand what signals look like and their meaning.

Proceed-on-Sight Authority

A Proceed-on-Sight Authority (PoSA) is a signal aspect that can be associated with a stop signal. When it displays two flashing white lights at 45° this means:

- the signal itself, or the signalling equipment, has failed
- the points are in the correct position for the train
- the driver is authorised to proceed at caution
- the driver must obey other signals or indications on the driver machine interface (DMI).

Normal aspect of a PoSA signal associated with a main aspect



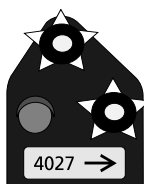
The normal aspect of a PoSA signal associated with a main aspect is unlit. This means obey the aspect that is displayed at that signal.

Proceed aspect of a PoSA signal associated with a main aspect



The proceed aspect of a PoSA signal is two flashing white lights at 45°.

Independent position-light signals



A PoSA aspect may also be given at an independent position-light signal.

ERTMS movement authority at a PoSA

If a PoSA aspect is displayed to a train on which ERTMS is in operation, an on sight (OS) mode will normally be shown on the DMI. This has the same meaning as a PoSA aspect displayed to a train on which ERTMS is not in operation.

2

Observing and obeying PoSA signals

The people responsible: driver (or person controlling train movement)

2.1 Train stopped or nearly stopped at a signal at danger

If you have stopped or nearly stopped at a signal at danger and the PoSA is displayed, you may proceed past the signal even though the main aspect is at danger or is unlit.

driver

The signaller may need to give you instructions before clearing a PoSA signal. You must carry out these instructions.

On a train on which ERTMS is in operation, you must acknowledge the change to OS before proceeding.

2.2 If you see anything wrong at the PoSA signal

You must tell the signaller immediately, stopping the train specially if necessary, if you see any of the following failures or irregularities at a PoSA signal.

driver

- Only one white light is showing.
- When it is illuminated, it is not flashing.
- A route indicator is not displayed when one should be.
- On a train on which ERTMS is in operation, a PoSA aspect is displayed without an OS movement authority (MA) being shown on the DMI.
- On a train on which ERTMS is in operation, an OS MA being shown on the DMI without a PoSA aspect being displayed.

driver You must complete a Reporting a signal/AWS//TPWS/ERTMS/ATP/ TVM Failure or Irregularity form (RT3185) at the first convenient opportunity without causing delay and send or hand it to the person shown in your company's instructions before leaving duty.

2.3 During the movement

driver You must proceed at caution throughout the section to the next stop signal (or buffer stops if there is no stop signal ahead) unless full supervision (FS) mode is received before the next stop signal.

2.4 If there is a level crossing in the section

driver You must not pass over any controlled level crossing until you are sure it is safe to do so.

You must check it is safe before passing over any of the following level crossings that the signaller has told you will not operate normally for the movement.

- An automatic level crossing.
- A barrow or foot crossing with white light indications.
- A crossing equipped with miniature warning lights.

2.5 Using the driver's reminder appliance (DRA)

You must set the driver's reminder appliance (DRA) when stopping, or stopped at a station platform after having passed a PoSA aspect.

driver

You must only reset the DRA when:

- there is a platform starting signal and it shows a proceed aspect
- there is a platform starting signal and you have been given permission to pass it at danger
- you have authority to start the train where there is no platform starting signal.

2.6 AWS indications

On lines signalled in both directions, due to the nature of the signalling failure, the AWS equipment may not be suppressed for movements in the opposite direction to your train and you may receive a warning indication. You must cancel and disregard this AWS indication.

driver

2.7 On arrival at the next signal

After passing through the affected section, when you arrive at the next signal, you must obey the aspect displayed.

driver

If no main aspect is shown at this signal but a PoSA aspect is displayed, you may obey the PoSA aspect.

3

Conditions of use for the PoSA

*The person responsible: **signaller***

signaller

You may only operate a PoSA control if it is specifically authorised in this module.

You must only operate a PoSA control if the previous train has passed clear of the affected section.

Before operating the control to set a PoSA route you must:

- make sure the barriers or gates at any controlled level crossing within the route are closed to road traffic, unless the movement is to be made with the barriers raised, as shown in sections 9.1 or 10.1
- come to a clear understanding with any other signaller involved about what is to be done
- except where shown in this module, tell the driver what is happening and to wait for the PoSA to be displayed and, for a train on which ERTMS is in operation, an OS MA to be received.

4

Use of the PoSA during repair, renewal, or maintenance work on signalling equipment

*The people responsible: **signaller, signalling technician***

Before starting work on any signalling equipment as shown in module TS11 *Failure of, or work on, signalling equipment - signallers' regulations* or handbook 19 *Work on signalling equipment - duties of the signalling technician*, you must both agree which PoSA routes can be used during the work.

**signaller,
signalling
technician**

You must both record the details on the Signal Engineering Work form (RT3187) of any PoSA routes that you have agreed can be operated during the work.

5

Failure of signalling equipment where a PoSA control is provided

The person responsible: signaller

5.1 Train approaching a defective main aspect signal

signaller

You may operate a PoSA control to allow a train to approach a signal with a defective main aspect.

You must make sure that the line is clear:

- up to and including the overlap of the stop signal next ahead of the defective signal, or
- up to and including the overlap of the second stop signal ahead of a defective distant signal, or
- to the buffer stops on a dead-end line.

You must tell the driver what is happening and that the signal or signals ahead are defective, unless you are sure the defective signal is:

- showing a red aspect, or
- showing the correct aspect.

5.2 Passing a defective or disconnected stop signal or EoA when an FS MA cannot be issued

a) Trains on which ERTMS is not operating

You may operate a PoSA control to authorise a train to pass a defective or disconnected stop signal when the main aspect is held at danger.

You must make sure the line is clear:

- up to and including the overlap of the next stop signal, or
- to the buffer stops on a dead-end line.

You do not need to tell the driver what is happening.

b) Trains on which ERTMS is operating

You may operate a PoSA control to allow a train on which ERTMS is in operation to pass an EoA when you cannot issue an FS MA.

You must make sure the line is clear:

- up to and including the overlap of the next EoA which is at a stop signal, or
- to the buffer stops on a dead-end line.

You do not need to tell the driver what is happening.

signaller

5.3 Authorising a train to pass a signal not displaying a main aspect

You may operate a PoSA control to allow a train on which ERTMS is not in operation to pass a signal that is defective and unable to show a main aspect.

You must make sure the line ahead is clear under the same conditions as it would be for the main aspect to be cleared.

You must have told the driver what is happening.

signaller

5.4 Failure of track circuits

signaller

You may operate a PoSA control to allow a train to examine the line in a section that is affected by a track circuit that has failed to clear or shows occupied for some other reason.

You must carry out the instructions shown in regulation 20 of module TS1 *General signalling regulations* and tell the driver what is happening.

If the line is reported clear, you may operate a PoSA control without telling the driver what is happening, to allow following trains to proceed through the affected section as long as one of the following applies.

- You can make sure the portion of line is clear after the passage of each train.
- A competent person has been appointed to report that the train has passed complete with tail lamp.
- You have seen the previous train occupy and clear the track circuit ahead of the signal or block marker beyond the affected portion of line.
- If the affected track circuit is beyond the last stop signal, or block marker in your area of control, you have introduced working as shown in regulation 3.5 of module TS2 *Track circuit block regulations* or TS10 *ERTMS level 2 train signalling regulations*.

5.5 When a TPWS failure at the signal ahead prevents a signal from showing a proceed aspect

signaller

You may operate a PoSA control to allow a train to approach a signal ahead where the TPWS equipment has failed and is preventing the main aspect of the signal fitted with a PoSA from showing a proceed aspect.

You must make sure the line ahead is clear under the same conditions as it would be for the main aspect to be cleared.

You must tell the driver what is happening and that the TPWS equipment at the signal ahead has failed.

6

Platform starting signals provided with PoSA signals - starting trains

The people responsible: driver, guard, person dispatching train

Where a platform starting signal is provided with a PoSA signal which is showing a proceed aspect, the train may be dispatched as shown in module SS1 *Station duties and train dispatch*.

Where an 'OFF' indicator is provided, this will also show 'off' when a PoSA signal has been cleared.

**driver,
guard,
person
dispatching
train**

7

Working of signals provided with PoSA routes

*The person responsible: **signaller***

signaller

You may only operate a PoSA control when the train has stopped or nearly stopped at the signal or block marker.

If the failure of signalling equipment is affecting two or more successive signals or block markers provided with PoSA controls, you do not need to stop or nearly stop the train again at each affected signal or block marker.

8

Reminder appliances used with PoSA signals

*The person responsible: **signaller***

You must place a reminder appliance on a PoSA control as soon as the PoSA signal has been returned to danger after a train has passed it.

signaller

You may remove the reminder appliance when you are sure that the train has passed beyond the affected section, and where necessary, you have given the driver of the next train any instructions required.

9

Using PoSA controls where a closed circuit television (CCTV) or remote control (RC) level crossing is in the route

*The person responsible: **signaller***

9.1 Before local control is taken

signaller

You may operate a PoSA control where there is a defective CCTV or RC crossing in the route and an attendant has not yet arrived to take local control if:

- you cannot get a satisfactory view or picture of the crossing
- the barriers have failed in the lowered position and the red road-traffic signals are not working
- the barriers have failed in the raised position and the red road-lights indicator is lit.

You must tell the driver what is happening and not to proceed over the crossing unless they are sure it is safe to do so.

If the barriers have failed in the raised position and the red road signals are not working, you must not operate a PoSA control or authorise any train to pass over the crossing until an attendant has taken local control.

9.2 After local control is taken

signaller

Before you operate a PoSA control, you must get an assurance from the attendant that the barriers are lowered and that the crossing is clear.

You do not need to tell the driver what is happening.

10

Using PoSA controls where an obstacle detection (OD) level crossing is in the route

The person responsible: signaller

10.1 Before local control is taken

You may operate a PoSA control if there is a defective OD crossing in the route and an attendant has not yet arrived to take local control if:

- you have received an OD failed alarm
- the barriers have failed in the lowered position and the red road-traffic signals are not working
- the barriers have failed in the raised position and the red road-lights indicator is lit.

You must tell the driver what is happening and not to proceed over the crossing unless they are sure it is safe to do so.

If the barriers have failed in the raised position and the red road signals are not working, you must not operate a PoSA control or authorise any train to pass over the crossing until an attendant has taken local control.

10.2 After local control is taken

When the crossing is being operated by the local-control unit (LCU), before you operate a PoSA control, you must get an assurance from the attendant that the barriers are lowered and that the crossing is clear.

You do not need to tell the driver what is happening.

signaller

signaller

11

Using PoSA controls where a level crossing worked by a crossing keeper is in the route

*The person responsible: **signaller***

Failure of equipment**signaller**

Before you operate a PoSA control where there is a level crossing worked by a crossing keeper in the route, you must get the crossing keeper's confirmation that the crossing is closed to road traffic and that the crossing is clear.

You do not need to tell the driver what is happening.

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