Module TS4

GE/RT8000/TS4
Rule Book

Electric token block regulations

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Regulations for train signalling on single lines by the electric token block system.

You will need this module if you carry out the duties of a signaller in an electric token block area.

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.	
A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.	

Contents

Regulation

Contents

1 Definitions

The following terms are used in these regulations and apply to signallers in electric token block signalling areas.

Block signals

A stop signal that controls the entrance to, or exit from, a block section. The following are block signals:

Home signal: the first stop signal controlled by a signal box that controls the exit from a single-line block section.

Section signal: a stop signal that controls the entrance to a single-line block section.

Clearing point

The point beyond the home signal up to which the line must be clear before a train can be accepted as shown in regulation 3.4.

Single-line block section

The line between the section signal controlled from one signal box, and the home signal controlled by the next signal box in the direction of travel.

A single-line block section will be referred to as a section within this document.

2 Principle

2.1 Principle of the electric token block system

The principle of the electric token block system is to prevent more than one train being in the same section at the same time.

2.2 Handling tokens

all signallers

You are the only person who is authorised to remove a token from or replace it into the token instrument, except:

- as shown in regulation 8
- as shown in regulation 9
- where an auxiliary token instrument is provided for the driver to use.

Except where another person is specially appointed to the duty, you are the only person who is authorised to receive a token from, or deliver a token to, the driver.

You must not allow a token to be transferred from one train to another without it being passed through a token instrument, except as shown in:

- regulation 7
- regulation 8
- module P2 *Working single and bi-directional lines by pilotman*.

Where a train has more than one locomotive at the leading end, you must give the token to the driver of the leading locomotive.

3 Method of signalling

Note: For the purpose of this regulation, A, B and C represent three signal boxes on the same line of route. A train is to be signalled from signal box A to signal box B. The procedure shown must be repeated along the line of route if the train is to proceed further.

3.1 Normal method of signalling trains

3.1.1 Actions of the signaller at signal box A

signaller box A

Before you start the procedure to allow a train to enter the section:

- you must have sent or received **train out of section (2-1)** for the previous train
- you must not have given permission for a train to approach from the opposite end
- the indicator must be in the **normal** position.

You must send **call attention** to signal box B, and when this has been acknowledged, send the appropriate **is line clear**.

When the signaller at signal box B has acknowledged **is line clear** and operated the token instrument, you must:

- withdraw a token
- clear the section signal for the train to proceed
- give the token to the driver.

When the train departs you must send **train entering section (2)** to signal box B.

3.1.2 Actions of the signaller at signal box B

signaller box B

When you have received **is line clear**, you must:

- acknowledge **is line clear** to signal box A
- operate the token instrument to allow a token to be withdrawn at signal box A.

You must not acknowledge **is line clear**, nor operate the token instrument, if the line is not clear, or for any reason you cannot give permission for the train to approach.

3.1.3 If the train is to continue to signal box C

After you receive **train entering section** from signal box A, if the train is to continue to signal box C, you must carry out the actions of the signaller at signal box A, as shown in regulation 3.1.1, to the signaller at signal box C.

3.2 Sending 'train out of section'

signaller box B

When the train arrives at your signal box, the driver will give you the token. You must observe the train as it passes the signal box and make sure it has a tail lamp at the rear.

When the train, complete with tail lamp, has passed clear of the section and is clear of any points leading to the section, you must:

- place the token into the token instrument
- send **call attention** to signal box A
- when this has been acknowledged, send **train out of section**.

When it is necessary to send **train out of section** before the last vehicle of the train passes your signal box, you must make sure the train has arrived, complete with tail lamp, before doing so.

3.3 Train not proceeding, or incorrect 'is line clear' sent

3.3.1 Cancelling (3-5)

signaller box A

If a train is not going to proceed, but **is line clear** or **train entering section** has been acknowledged by the signaller at signal box B, you must:

- place the relevant signals to danger
- restore the token to the token instrument
- send **cancelling**.

3.3.2 Train incorrectly described (5-3)

If you have sent an incorrect **is line clear** and the signaller at signal box B has acknowledged it, you must send **train incorrectly described** to signal box B, and when this has been acknowledged, send the correct **is line clear**.

You must not restore the token to the token instrument or replace the signal to danger.

3.4 Giving permission for a train to approach

Note: This part of the regulation describes the conditions under which the signaller at signal box B can accept a train from signal box A.

3.4.1 Before allowing a train to approach

signaller box B

Before you allow a train to approach from signal box A, you must make sure that all the following conditions apply.

- The line, or at a facing junction the line for which the facing points are set, is clear up to and including the clearing point.
- All points within the clearing point have been set for the safety of the approaching train.
- No conflicting movement has been authorised that will cross or foul the line within the clearing point.
- No train has been accepted from another direction that requires a portion of the same line within the clearing point for acceptance.

3.4.2 Maintaining a clearing point

After you have accepted a train from signal box A, you must not allow the line to be obstructed within the clearing point for that train, unless one of the following applies.

- The train has been stopped at the home signal.
- The train has passed beyond any points or crossings that you need to use within the clearing point.
- You have received **cancelling** for the train from signal box A.
- The train has failed.

3.4.3 Acceptance - location of the clearing point

all signallers

If the distant signal is a colour light, the clearing point is 183 metres (200 yards) beyond the home signal.

If the distant signal is a semaphore, the clearing point is 400 metres (440 yards) beyond the home signal.

At a crossing place where the distance to the loop exit signal is less than that shown in this regulation, the clearing point is at the loop exit signal.

3.5 Restricted acceptance

Note: For the purpose of this regulation, a train is to be signalled from signal box A to signal box B using the restricted acceptance.

3.5.1 When this regulation can be used

signaller box B

You may only use restricted acceptance when an engineering train is to enter a T3 possession of the line where the work-site marker board is within the clearing point.

You must tell the signaller at signal box A if a work-site marker board is within the clearing point.

3.5.2 Sending 'is line clear'

signaller box A

As long as you have sent or received **train out of section** for the previous train and no emergency bell signals have been sent or received, you may send **is line clear** for the engineering train.

3.5.3 When 'is line clear' is received

signaller box B

If you receive **is line clear** from signal box A for an engineering train that is to enter the possession you must not acknowledge **is line clear**. Instead, you must send **restricted acceptance (3-5-5)**.

signaller box A

You must repeat **restricted acceptance** back to the signaller at signal box B.

When the signaller at signal box A has acknowledged **restricted acceptance**, you must operate the token instrument to allow a token to be withdrawn at signal box A.

signaller box B

3.5.4 Telling the driver

You must tell the driver of the train that was accepted with restricted acceptance what is happening at the next signal box and that the line is clear to the home signal only.

signaller box A

3.5.5 Sending 'train out of section'

When the engineering train has passed into the possession, and the detonator protection has been replaced, you must place the token in the token instrument, and send **train out of section** to signal box A.

signaller box B

3.6 Releasing a token for protection of work

Note: For the purpose of this regulation, a token is needed to protect work that is to take place between signal box A and signal box B. The token is to be removed at signal box B.

3.6.1 When this regulation can be used

You must use this regulation when a token is needed to protect work as shown in:

all signallers

- module TS1 *General signalling regulations,* regulation 13.2, or
- module T3 *Possession of a running line for engineering work.*

3.6.2 Getting the token released

signaller box B

As long as you have sent or received **train out of section** for the previous train, you must:

- send **release token (5-2)** to signal box A, and
- tell the signaller at signal box A the reason.

signaller box A

You must acknowledge **release token** and operate the token instrument to allow a token to be withdrawn at signal box B.

signaller box B

You must then remove the token from the instrument and immediately clear and then replace the section signal to danger.

3.6.3 When the token is no longer needed to protect the work

signaller box B

When you are told that the token is no longer needed to protect the work, you must replace the token in the instrument and send **token replaced (2-5)** to signal box A.

signaller box A

If the token is delivered to you, you must:

- tell the signaller at signal box B
- place the token in the token instrument
- send **token replaced** to signal box B.

3.6.4 When a token is required before 'train out of section' is normally received

signaller box B

If the token is required to protect work at the signal box B end before **train out of section** for the previous train is normally received, you must tell the signaller at signal box A the reason.

signaller box A

If the signaller at signal box B tells you that the token is needed there to protect work, you may send **train out of section** before the last vehicle of the train passes your signal box. However, you must first make sure the train has arrived complete with tail lamp and has passed clear of the section, before doing so.

3.7 Occupying the single line for shunting purposes

3.7.1 Releasing a token for shunting purposes

Note: For the purpose of this regulation, a shunting movement is to occupy the section between signal box A and signal box B outside the home signal at signal box B.

You may allow a token to be released for shunting purposes at the other end of the section as long as: **signaller box A and B**

- you have sent or received **train out of section** for the previous train through the section
- neither of you have given permission for a train to approach
- the line is clear to the home signal at your signal box.

When a token is needed for shunting purposes, you must send **release token** to signal box A. **signaller box B**

If the line is clear to the home signal, you may acknowledge **release token** and operate the token instrument to allow a token to be withdrawn at signal box B. **signaller box A**

When you have withdrawn the token, you must: **signaller box B**

- tell the driver what is to happen
- give the token to the driver
- clear the signal, where provided.

If you cannot give permission for a token to be withdrawn, you must not acknowledge **release token** or operate the token instrument. You must tell the signaller at signal box B the reason. **signaller box A**

When the shunting movement has been completed and the section is again clear, you must replace the token in the instrument and send **token replaced** to signal box A. **signaller box B**

3.7.2 If a train has failed in the section

signaller box A and B

If a train has failed in the section, you may both allow the line outside the home signal to be occupied by a shunting movement without the token. The driver of the failed train must have given one of you an assurance that the failed train will not be moved.

When you have agreed with the other signaller that a shunting movement may be made, you must:

- tell the driver of the shunting movement what is to happen, and
- instruct the driver to pass at danger the section signal for shunting purposes.

You may continue to do this until:

- the failed train is ready to proceed towards your signal box, or
- an assisting train is ready to enter the occupied section.

You must not authorise the driver of the failed train to move the train, or allow an assisting train to enter the occupied section, until any shunting movement authorised at either end of that section has been completed and is clear of the section.

3.8 Train requiring to stop in section

signaller box A

If you become aware that a train is to stop in the section, you must tell the signaller at signal box B:

- the type of train
- where the train is to stop and why
- the approximate time the train will occupy the section.

If the train returns to your signal box, when you are sure the section is clear, you must:

- tell the signaller at signal box B what has happened
- place the token in the token instrument
- send **cancelling** to signal box B.

4 Obstruction of the line

Note: For the purpose of this regulation, A and B represent two signal boxes on the same line of route. The signaller at signal box B becomes aware or suspects there is an obstruction between signal box A and signal box B.

4.1 When to send 'obstruction danger'

signaller box B

If you need to stop trains from signal box A because of an obstruction or other emergency between your signal box and signal box A, or within the clearing point at your signal box, you must immediately and without sending **call attention**, send **obstruction danger (6)** to signal box A.

You must do this whether or not you have received **is line clear** or **train entering section**.

You do not need to send **obstruction danger** if the obstruction is only affecting the line for trains heading towards you from signal box A, and:

- the obstruction is beyond the clearing point, or
- there are facing points that you immediately set for another direction clear of the obstruction and that line is clear up to and including the clearing point.

You must also send **obstruction danger** when you see, or become aware of, a train approaching for which you have not:

- acknowledged **is line clear**
- received **train entering section**
- received **train or vehicles proceeding without authority (2-5-5)**.

4.2 Sending 'obstruction danger'

signaller box B

When sending **obstruction danger** you must:

- if necessary, place or keep your signals at danger to protect the obstruction
- if necessary, arrange for train radio messages to be sent
- tell the signaller at signal box A the reason for sending **obstruction danger**.

If, after you have sent **obstruction danger** to signal box A, you receive **train or vehicles proceeding without authority** for a train which had been accepted before **obstruction danger** was sent, you must take all possible actions to stop the approaching train.

Only then must you acknowledge **train or vehicles proceeding without authority**.

If you receive **cancelling** from the signaller at signal box A for a train which had been accepted before you sent **obstruction danger**, you must acknowledge **cancelling**.

4.3 Receiving 'obstruction danger'

signaller box A

If you receive **obstruction danger** from signal box B, you must:

- immediately place or keep all signals leading towards signal box B at danger
- if necessary, arrange for train radio messages to be sent.

If no train has been signalled towards signal box B, you must acknowledge **obstruction danger**.

If you cannot stop a train heading towards signal box B, or there is already a train in the section, you must not acknowledge **obstruction danger** but immediately send **train or vehicles proceeding without authority** to signal box B.

signaller box A

If you succeed in stopping a train heading towards signal box B for which **is line clear** has been acknowledged, you must, after acknowledging **obstruction danger**, replace the token in the token instrument and send **cancelling** to signal box B.

You must find out the reason why **obstruction danger** was sent.

You must not allow any train to proceed towards signal box B until you have received **obstruction removed (2-1-2)** and the signaller at signal box B has acknowledged **is line clear**.

4.4 When the obstruction has been removed

signaller box B

When the obstruction has been removed or a train can pass clear of the obstruction, you must send **obstruction removed** to signal box A.

However, if the signaller at signal box A had been unable to stop a train for which **is line clear** has been acknowledged, you must not send **obstruction removed** to signal box A until that train is clear of the section as shown in regulation 3.2.

5 Train or vehicles proceeding without authority (including a SPAD) or train divided

Part A: Train or vehicles proceeding without authority

Note: For the purpose of this regulation, A, B and C represent three signal boxes on the same line of route. A train or vehicle proceeds without authority from signal box A towards signal box B.

5.1 Immediate actions at signal box A

signaller box A

If a train or vehicle proceeds without authority or has entered the section without authority or without the correct token, you must:

- place or keep the signals at danger on the line affected
- if necessary and without sending **call attention**, send **train or vehicles proceeding without authority (2-5-5)** to signal box B
- if necessary, arrange for train radio messages to be sent
- if possible, alter the position of points to divert trains and prevent collisions
- if possible, arrange for the line on which the train or vehicle is proceeding without authority to be cleared
- take the necessary action for any level crossings
- take any other possible action to reduce the risk of a collision.

5.2 Immediate actions at signal box B

signaller box B

If you have received **train or vehicles proceeding without authority** from signal box A, you must:

- stop any train proceeding towards signal box A
- if necessary, arrange for train radio messages to be sent
- if possible, alter the position of points to divert trains and prevent collisions
- place or keep signals at danger against the train or vehicle and any other trains that could be put in danger
- if possible, arrange for the line on which the train or vehicle is proceeding without authority to be cleared
- if necessary, send **train or vehicles proceeding without authority** to signal box C, unless you can divert the train or vehicle
- take the necessary action for any level crossings
- take any other possible action to reduce the risk of a collision.

5.3 If there is already a train in the section between signal box A and signal box B

signaller box B

If the train or vehicle proceeding without authority enters the section behind a train already in the section, you must:

- if you can, allow the first train to pass, and then
- immediately replace the signals to danger against the train which is proceeding without authority.

You must not send **train out of section** to signal box A until both trains have cleared the section complete with tail lamp.

signaller box B

If you cannot stop or divert the train or vehicle that is proceeding without authority and it is following the first train on the same line, after you have sent **train entering section** for the first train you must send **train or vehicles proceeding without authority** to signal box C.

signaller box A and B

When the next train is ready to enter the section, you must signal the train normally. However, if you are sending the train, you must also:

- tell the driver what has happened
- instruct the driver to proceed through the section at caution.

signaller box C

If the train or vehicle proceeding without authority enters the section between signal box B and signal box C when there is a train already in that section, you must carry out the regulations shown for the signaller at signal box B.

5.4 If there is no train in the section

signaller box B

If the train or vehicle proceeding without authority enters the section when there is no train in that section, and arrives complete with tail lamp, you must send **train out of section** as shown in regulation 3.2.

signaller box A and B

The next train must be signalled normally.

5.5 If it is necessary to remove vehicles from the section

signaller box A and B

If a token has not been taken out of the token instrument, you both must reach a clear understanding on how the vehicles are to be removed. One of you must then remove a token from the instrument for the purpose of clearing the section.

Part B: Train divided

Note: For the purpose of this part of the regulation, A, B and C represent three signal boxes on the same line of route. A train that has been signalled from signal box B to signal box C has become divided before entering the section.

5.6 Immediate actions at signal box B

If you are aware or suspect that a train has become divided, you must place or keep the signals at danger against the divided train. **signaller box B**

If necessary, you must arrange for train radio messages to be sent.

5.7 If the divided train enters the forward section

If the front portion of the divided train enters the forward section, you must: **signaller box B**

- send **train entering section** to signal box C
- when this is acknowledged, send **train passed without tail lamp (9)**.

If the rear portion also enters the forward section, you must immediately send **train or vehicles proceeding without authority** to signal box C and carry out the instructions in Part A of this regulation shown for the signaller at signal box A.

If you receive **train or vehicles proceeding without authority** from signal box B, you must carry out the instructions shown in regulation 5.2 for the signaller at signal box B. **signaller box C**

5.8 Making sure the line is clear

signaller box A and B

You must not allow another train to enter any affected section until the correct token has been replaced into the token instrument and:

- you are both sure that the section is not obstructed, or
- the line is to be examined.

6 Train passed without tail lamp

Note: For the purpose of this regulation, A, B and C represent three signal boxes on the same line of route. A train is passing signal box B going towards signal box C.

6.1 Actions of the signaller at signal box B

6.1.1 If a train passes without a tail lamp

signaller box B

If a train passes without a tail lamp, or you are not sure that it has a tail lamp, you must:

- not place the token into the token instrument
- not send **train out of section** to signal box A, but instead send **train passed without tail lamp (4-5)**.

6.1.2 If you can deal with the train yourself

You must deal with the train yourself, before it enters the forward section, if you can do so without bringing it to a sudden stop.

If the train is complete, send **train out of section** to signal box A.

If you are not in a position to send **train out of section**, you must tell the signaller at signal box A that the train is complete.

If the train is not complete, you must tell the signaller at signal box A and come to a clear understanding of the actions to be taken depending on the circumstances.

6.1.3 If you cannot deal with the train yourself

signaller box B

If you cannot deal with the train before it enters the forward section, or to do so would mean bringing the train to a sudden stop, you must send **train passed without tail lamp (9)** to signal box C.

If you receive **train out of section** from signal box C, or the signaller there tells you the train is complete, you must:

- place the token into the token instrument
- send **train out of section** to signal box A.

6.2 Actions of the signaller at signal box C

signaller box C

If you receive **train passed without tail lamp (9)** from signal box B, you must stop the approaching train and find out if it is complete.

If the train is complete and the line is clear as shown in regulation 3.2, you must:

- place the token in the token instrument
- send **train out of section** to signal box B.

If the train is complete but you are not in a position to send **train out of section**, you must tell the signaller at signal box B that the train is complete.

If the train is not complete, you must tell the signaller at signal box B and come to a clear understanding of the actions to be taken, depending on the circumstances.

6.3 If a train passes with a portable tail lamp out

signaller box B

If a train passes with a portable tail lamp on the rear, but it is out and you cannot deal with the train yourself, or to do so would mean bringing the train to a sudden stop, you must:

- place the token into the token instrument
- send **train out of section** to signal box A
- send **train passed without tail lamp (9)** to signal box C
- tell the signaller at signal box C the reason for sending the bell signal.

7 Allowing an assisting train into an occupied section

Note: For the purpose of this regulation, A and B represent two signal boxes on the same line of route. A train or vehicle is to be assisted out of the section between signal box A and signal box B.

7.1 Before allowing an assisting train into the occupied section

signaller box A and B

You may allow an assisting train to enter an occupied section in either direction to:

- proceed to, and assist, a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove vehicles that have proceeded without authority.

Before you allow an assisting train to enter the occupied section, you must both:

- have a clear understanding of the location of the failed train or vehicles
- get confirmation that, when appropriate, the token is with the failed train
- agree to which end of the section the failed train is to be assisted.

7.2 Occupying or obstructing the line within the clearing point

signaller box A and B

If you are told that the train has failed in the section and will not be moved, you may allow the line within the clearing point to be occupied, fouled or obstructed. You may continue to do this until:

- the failed train is ready to proceed towards your signal box, or
- the assisting train has entered the occupied section and the failed train is to be assisted towards your signal box.

7.3 If the assisting train is to enter the occupied section at signal box A

Note: Regulations 7.3 and 7.4 apply to a train entering the section at signal box A, although the same procedure must be followed if the assisting train were to enter the single line section from signal box B.

signaller box A

Before you authorise the driver of the assisting train to enter the occupied section, you must:

- tell the signaller at signal box B the description of the assisting train
- get permission from the signaller at signal box B for the assisting train to enter the occupied section
- send **train entering section**, which must be acknowledged before the assisting train is allowed to depart
- record the details in the Train Register.

When the assisting train enters the occupied section, you must tell the signaller at signal box B.

signaller box B

The signaller at signal box A will tell you the train description of the assisting train and get your permission for the train to enter the occupied section. You must then:

- acknowledge **train entering section**
- record the details in the Train Register.

7.4 If the train or vehicles are withdrawn from the section at signal box A

signaller box A

If the failed train or vehicles and the assisting train return to your signal box, when they have passed clear of any points leading to the section and you are sure the single line is clear, you must:

- tell the signaller at signal box B what has happened
- place the token into the token instrument
- send **cancelling** to signal box B.

signaller box A and B

The next train must be signalled normally.

7.5 If the train or vehicles are removed from the section at signal box B

signaller box B

You must not send train out of section or replace the token in the token instrument until both the failed train and the assisting train arrive complete and the section is clear as shown in regulation 3.2.

signaller box A and B

The next train must be signalled normally.

7.6 If the combined trains are to proceed from signal box B to signal box C

signaller box B

If the combined trains are to proceed through the next section, you must tell the signaller at signal box C when you send **is line clear** that the train is being assisted and how it is being assisted.

signaller box C

You must record the details in the Train Register and not send **train out of section** to signal box B or place the token in the token instrument until the combined train has arrived complete.

7.7 When the failed train or vehicles are within the clearing point

Note: For this part of the regulation the line is clear up to the home signal at signal box B but a train, proceeding from signal box A to signal box B, has failed within the clearing point. The assisting train is to enter the section at signal box A and proceed to the home signal at signal box B to assist the failed train from the rear.

signaller box B

If a failed train has stopped within the clearing point but the section is clear to the home signal, you must:

- make sure the failed train is complete with tail lamp
- tell the signaller at signal box A what has happened and that assistance is required from signal box A
- place the token in the token instrument
- send **train out of section**.

signaller box A

Before you allow the assisting train into the section, you must:

- have received **train out of section** for the failed train
- tell the signaller at signal box B the description of the assisting train
- withdraw a token when the signaller at signal box B operates the instrument
- send **train entering section**, which must be acknowledged before the assisting train is allowed to depart
- record the details in the Train Register.

signaller box B

When the signaller at signal box A tells you the assisting train is ready to enter the section, you must:

- operate the token instrument so the signaller at signal box A can withdraw a token
- acknowledge **train entering section**
- record the details in the Train Register.

signaller box A

When **train entering section** has been acknowledged, you must:

- tell the driver of the assisting train that the line beyond the home signal at signal box B is occupied by the failed train
- give the driver the token
- instruct the driver to pass the section signal at danger and to proceed at caution to, and stop at, the home signal and to then immediately contact the signaller at signal box B.

signaller box B

When the assisting train arrives at the home signal, as long as you have carried out the instructions in module M2 *Train stopped by train failure*, you must instruct the driver to pass the home signal at danger and proceed towards the failed train.

When the combined train has passed clear of the section and clear of any points leading to it, you must:

- place the token in the token instrument
- send **call attention** to signal box A
- when this has been acknowledged, send **train out of section**.

signaller box A and B

The next train must be signalled normally.

7.8 Train or portion of a train left on the single line

Note: For this part of the regulation, the rear portion of a train will be left in the section between signal box A and signal box B.

7.8.1 Dealing with the train at signal box B

The driver will tell you when the train, or a portion of the train, has been left in the section. **signaller box B**

Unless it is necessary for another locomotive to remove the rear portion, the driver will keep the token until the whole of the train has been removed from the section.

7.8.2 Front portion being taken forward to signal box C

If the rear portion of the train is to be left in the section while the front portion proceeds to signal box C, you must get the token from the driver.

You must not allow any driver to enter the occupied section to remove the rear portion until you have given the token to the driver.

You must not place the token into the token instrument until the section is again clear or the rear portion is to be removed as shown in regulation 7.8.3.

7.8.3 Rear portion being removed by admitting a train from signal box A

If the rear portion of the train is to be removed from the section by a train being admitted from signal box A, you must get the token from the driver of the front portion.

You must tell the signaller at signal box A what is to happen.

signaller box B

When you are told that the assisting train is ready to enter the occupied section, you must:

- place the token in the token instrument
- operate the token instrument so the signaller at signal box A can withdraw a token
- record the details in the Train Register.

signaller box A

Before you authorise the driver of the assisting train to enter the occupied section, you must:

- tell the signaller at signal box B the description of the assisting train
- when the signaller at signal box B has operated the token instrument, withdraw a token
- send **train entering section**, which must be acknowledged before the assisting train is allowed to depart
- record the details in the Train Register.

When **train entering section** has been acknowledged, you must:

- tell the driver of the assisting train that the section is occupied and what is to happen
- give the driver the token
- instruct the driver to pass the section signal at danger
- record the details in the Train Register.

signaller box B

The signaller at signal box A will tell you the train description of the assisting train and get your permission for the train to enter the section. You must then:

- unless the combined train is to return to signal box A, make sure the conditions are the same as when the train that failed was accepted
- acknowledge **train entering section**, and
- record the details in the Train Register.

You must not send **train out of section** to signal box A, or place the token in the token instrument, until both trains have arrived complete and the line is again clear as shown in regulation 3.2.

signaller box B

The next train must be signalled normally. However, the signaller sending the train must tell the driver what has happened and to proceed at caution through the section.

signaller box A and B

8 Token lost, or failure or disconnection of token equipment

Note: For the purpose of this regulation, A and B represent two signal boxes on the same line of route. Each part of the regulation deals with the token or token equipment between signal box A and signal box B.

8.1 If a token is lost

8.1.1 Method of working

all signallers

If a token is lost, working by pilotman, or modified working arrangements as shown in module P2 *Working single and bi-directional lines by pilotman*, must be introduced until the token is found or the instruments have been adjusted.

8.1.2 If the token is found

If the token is found before the signalling technician has adjusted the instrument, and working by pilotman is in operation, the token must be given to the pilotman who will cancel working by pilotman.

When working by pilotman has been withdrawn, the token can be restored to the instrument and normal working resumed.

If the token is found after normal working has been resumed, you must arrange for it to be kept secure by the Network Rail area operations manager until the signalling technician can arrange to return it to the instrument.

8.1.3 Recording the arrangements

When a token is removed from, or restored to, the token instrument by the signalling technician, you must record the details in the Train Register.

8.2 Failure or disconnection of the token equipment

8.2.1 Method of working

all signallers

If the token equipment fails or is disconnected, working by pilotman, or modified working arrangements as shown in module P2 *Working single and bi-directional lines by pilotman*, must be introduced.

However, if a token is available and it is possible to run trains as shown in module TS8 *One-train working regulations*, you may continue to run trains without introducing working by pilotman. You must instruct the driver of each train concerned:

- that the single line is being worked as a one-train line with staff
- that the token must be handled as if it were a train staff
- not to place the token in any token instrument
- if necessary, to pass the section signal at danger.

8.2.2 Token not required for use at a ground frame

If a token is out of the instrument and it will not be needed to release a ground frame, you must place it back into the token instrument and tell the pilotman, or the responsible person where modified working arrangements have been authorised, that this has been done.

8.2.3 Token required for use at a ground frame

If the token is required for use at a ground frame, you must give the token to the pilotman. Modified working arrangements are not permitted in this case.

If necessary, you must arrange for a token to be released by the signalling technician.

signaller box A and B

If the token is out of the instrument at the opposite end of the section at which the pilotman is appointed, the signaller who has the token must keep it in a secure place. The token must be given to the pilotman when the pilotman arrives.

You must record the details in the Train Register.

8.3 When the token equipment fails but the bells are still working

signaller box A and B

If the token equipment fails, but the bells are still working, you must continue to exchange bell signals as normal.

8.4 Signalling trains by telephone

signaller box A and B

If the bells only, or bells and token equipment, have failed or are disconnected but a telephone is available, you must send all bell signals as messages on the telephone, for example:

Signaller box A - 'Is line clear for one alpha two seven'?

Signaller box B - 'Line **is** clear for one alpha two seven'.

Signaller box A - 'One alpha two seven train entering section'.

Signaller box B - 'One alpha two seven train out of section'.

Signaller box B - 'Line is clear for zero foxtrot seven zero under restricted acceptance'.

signaller box B

If for whatever reason, you are unable to accept a train that is offered, you must state the refusal as follows:

Signaller box B - '**No**, one alpha two seven refused'.

8.5 Testing the token instruments

If the signalling technician is not present, you must not attempt to withdraw a token from the token instrument unless the pilotman is present at your signal box.

signaller box A and B

If, as a result of the equipment being tested you get a token, you must give it to the pilotman until it is to be taken away by the signalling technician or restored to the instrument.

8.6 Working to and from the point of obstruction

8.6.1 Method of working

If it is necessary to work to and from the point of obstruction, working by pilotman as shown in module P2 *Working single and bi-directional lines by pilotman,* must be introduced. Modified working arrangements are not allowed.

signaller box A and B

If necessary, working by pilotman may be introduced on both sides of the obstruction.

8.6.2 If a token is available

However, if a token is available and it is possible to run trains as shown in module TS8 *One-train working regulations*, you may continue to run trains without introducing working by pilotman on one side of the obstruction.

You must tell the driver of each train concerned about the circumstances and instruct them:

- that the single line is being worked as a one-train with staff line
- the location to which the movement is authorised to proceed
- that the token must be handled as if it were a train staff
- not to place the token in any token instrument
- if necessary, to pass the section signal at danger.

8.7 Keeping the distant signal at caution

signaller box A and B

During the time working by pilotman or modified working arrangements are in operation, you must keep the distant signal in the affected section at caution.

8.8 Level crossings worked by crossing keepers

signaller box A and B

If there is a level crossing in the section which has indicators or bells which are affected by a failure or disconnection, you must tell the crossing keeper that the indicators or bells are not working.

You must tell the crossing keeper when each train enters the section or as otherwise shown in the *Signal Box Special Instructions*.

If there is no communication with the crossing keeper, you must tell the driver of every train proceeding towards the crossing to:

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

If working by pilotman is in force, you must instruct the pilotman to tell the driver.

9 Transferring tokens

Note: For the purpose of this regulation, A and B represent two signal boxes on the same line of route. The tokens have accumulated at signal box B. The tokens will be taken to signal box A.

9.1 When this regulation can be used

As long as a token has not been removed from any token instrument involved, you may allow the signalling technician to transfer tokens as shown in this regulation. **signaller box A and B**

9.2 When tokens are to be transferred

After the signalling technician has removed the tokens to be transferred, you must not attempt to remove or release another token from any token instrument involved until the signalling technician has completed the transfer. **signaller box A and B**

You must sign the signalling technician's entry in their Token Register and insert the time when the tokens are removed from the token instrument. **signaller box B**

You must tell the signaller at signal box A the number of tokens removed.

You must both record the details in the Train Register. **signaller box A and B**

9.3 Receiving transferred tokens

signaller box A

Before the transferred tokens are placed in the token instrument, you must compare the number recorded in the signalling technician's Token Register with the number of tokens received.

When you are sure that the number is correct and the tokens have been placed in the instrument, you must sign the signalling technician's Token Register and insert the time.

You must tell the signaller at signal box B the number of tokens received.

signaller box A and B

You must both record the details in the Train Register.

9.4 Auxiliary token instrument

signaller box A and B

When transferring tokens from an auxiliary token instrument, the procedure shown above must be carried out as far as possible.

10 Opening and closing signal boxes

Note: For the purpose of this regulation, A, B and C represent three signal boxes on the same line of route. Signal box B is to open and close.

10.1 Opening the signal box

To open the signal box, you must send **opening of signal box (5-5-5)** to signal box A and signal box C. **signaller box B**

10.2 Closing the signal box

You must not close the signal box or leave duty until: **signaller box B**

- you have received **train out of section** for the last train to be signalled through each section
- you have sent **closing of signal box (7-5-5)** to both signal box A and signal box C
- **closing of signal box** has been acknowledged by the signaller at signal box A and signal box C.

Notes


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172