

GE/RT8000/TS7
Rule Book

No-signaller token regulations

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Regulations for train signalling on single lines by the no-signaller token system.

You will need this module if you carry out the duties of a signaller in a no-signaller token area.

You will also need module TS8 One-train working regulations.

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 following terms are used in these regulations and apply to signallers in no-signaller token signalling areas.

Block signals

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

Home signal: the stop signal that controls the exit from the single-line block section.

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

Clearing point

The point beyond the home signal or 'end-of-section' board up to which the line must be clear before a train movement can be allowed to approach the home signal or 'end-of-section' board.

Single-line block section

The single-line block section starts at the section signal leading to the single line or where a signal is not provided, at the 'start-of-section' board.

In the other direction, the single-line block section ends at the home signal or where a signal is not provided, at the 'end-of-section' board.

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

2 Principle

2.1 Principle of the no-signaller token system

The principle of the no-signaller token system is to prevent more than one train being in the same section at the same time.

2.2 Handling tokens

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 a token instrument is provided for the driver to use.

Except where another person is specially appointed to the duty, you are the only person 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 is worked by more than one locomotive at the front, you must give the token to the driver in the leading cab.

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Method of signalling

3.1 Normal method of signalling

Before you allow a train to enter or foul the section, you must make sure the driver of the leading locomotive has the correct token, except where the token is not required when:

- the train is to enter the section as shown in module T3 *Possession of a running line for engineering work*
- the train is to enter the section as shown in regulation 7
- working by pilotman is in operation
- modified working arrangements are authorised.

3.2 Maintaining a clearing point

During the time a train is approaching the home signal, you must not allow the line to be obstructed within the clearing point for that train until:

- the train has been stopped at the home signal or 'end-of-section' board
- the train has passed beyond the home signal or 'end-of-section board'
- the train has failed.

Unless shown in the *Signal Box Special Instructions*, the location of the clearing point is 183 metres (200 yards) beyond the home signal or 'end of section' board.

3.3 Releasing a token for protection of work

3.3.1 When this regulation can be used

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

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

3.3.2 Getting the token released

As long as no train is within the section, you may withdraw a token or allow the token to be withdrawn from the instrument at either end of the affected section.

Where the removal of the token from the instrument has released the section signal, you must immediately clear and then replace that signal to danger.

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

When you are told that the token is no longer needed to protect the work, you must replace the token in the instrument or make sure the token has been replaced at a remote instrument.

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Obstruction of the line

4.1 Becoming aware of an obstruction

If you need to stop trains because of an obstruction or other emergency within the section or clearing point, you must:

- where provided, place or keep signals at danger to protect the obstruction or other emergency
- if necessary, arrange for train radio messages to be sent
- contact the person in charge, if there is one, at the other end of the section to get trains stopped
- take any other possible action to stop trains.

4.2 When the obstruction has been removed

When the obstruction has been removed and the line is again clear, you may resume normal working.

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

5.1 Signaller becoming aware

If a train or vehicle proceeds without authority or has entered the section without authority or without the correct token, or the train is running in two or more portions, you must:

- where provided, place or keep the signals at danger
- 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
- contact the person in charge, if there is one, at the other end of the section to get trains stopped
- take any other possible action to reduce the risk of a collision.

5.2 Making sure the line is clear

You must not allow another train to pass over the portion of line affected, until you are sure the line is not obstructed.

The next train must be signalled normally but you must:

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

6 Tail lamp missing or out

If you become aware that a train has a tail lamp missing or out, you must find out if the train is complete.

You must also tell the driver of that train that the tail lamp is missing or out.

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Allowing an assisting train into an occupied section

7.1 Before allowing an assisting train into the occupied section

You may allow an assisting train to enter an occupied section 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:

- 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
- record the details in the Train Register.

7.2 Occupying or obstructing the line within the clearing point

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, or
- the assisting train has entered the occupied section, and the failed train is being assisted towards your signal box.

7.3 Assisting train entering the section at a ground frame released by the token

If the assisting train is to enter the section at a ground frame which is released by the token, you must:

- instruct the driver of the failed train to take the token to the ground frame
- tell the driver of the failed train to telephone you on arrival at the ground frame
- reach a clear understanding with the driver of the failed train of what is to happen
- when the driver of the failed train arrives at the ground frame, instruct the driver to give the token to the driver of the assisting train.

7.4 Train or portion of the train left in the section

When you are told that a train or portion of the train has been left in the section, you must record the details in the Train Register.

Unless it is necessary for another traction unit to remove the rear portion, you must make sure the driver keeps the token until the whole of the train has been removed from the section.

If another traction unit is to remove the rear portion, the driver will give you the token or replace it into the token instrument. If you are given the token, you must make sure it is kept in a safe place until the assisting train is ready to enter the section.

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

- tell the driver that the section is occupied and what is to happen
- give or release the token to the driver
- if necessary, instruct the driver to pass the signal at danger.

You must record the details in the Train Register of how the token is dealt with and where the assisting train enters the occupied section.

7.5 When the section is again clear

When the section has been cleared and another train is to proceed through the section, you must signal this train normally. However, you must:

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

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Token lost, or failure or disconnection of token equipment

8.1 If a token is lost

8.1.1 Method of working

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

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.

8.3 Working to and from the point of obstruction

8.3.1 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.

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

8.3.2 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.

8.4 Keeping the distant signal at caution

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

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Transferring tokens

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.

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.

If the signalling technician is present, you must sign the entry in their Token Register and insert the time when the tokens are removed from the token instrument.

You must record the details in the Train Register.

9.3 Receiving transferred tokens

If the tokens are transferred to your signal box, 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 record the details in the Train Register.

Notes

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