

GE/RT8000/TS8
Rule Book

One-train working regulations

Issue 4

March 2014

Comes into force 07 June 2014



Published by:
RSSB
Block 2
Angel Square
1 Torrens Street
London EC1V 1NY

**Contents approved by Traffic Operation and Management
Standards Committee.**

For information regarding the Rule Book, contact:


enquirydesk@rssb.co.uk

First issued June 2003
Issue 4, March 2014
Comes into force 07 June 2014

© Copyright 2014
Rail Safety and Standards Board

Regulations for one-train working on single lines.

You will need this module if you carry out the duties of a signaller in a one-train working area, whether or not a train staff is provided, and a no-signaller token 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.	
<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>	

Regulation

1 Definitions

2 Principle

- 2.1 Principle of one-train working
- 2.2 Handling the staff, where provided

3 Method of signalling

- 3.1 Method of signalling where a train staff is provided
- 3.2 Method of signalling where a train staff is not provided
- 3.3 Maintaining a clearing point
- 3.4 Using the train staff for protection of work

4 Obstruction of the line

- 4.1 Becoming aware of an obstruction
- 4.2 When the obstruction has been removed

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

- 5.1 Signaller becoming aware
- 5.2 Making sure the line is clear

Regulation

6 Tail lamp missing or out

7 Allowing an assisting train into an occupied section

- 7.1 Before allowing an assisting train into the occupied section
- 7.2 Occupying or obstructing the line within the clearing point
- 7.3 Assisting train entering the section at a ground frame released by the train staff
- 7.4 Train or portion of the train left in the section
- 7.5 When the section is again clear

8 Working by pilotman and modified working

- 8.1 Where a train staff is provided
- 8.2 Where a train staff is not provided
- 8.3 Ground frames that are required to be used
- 8.4 Working to and from the point of obstruction

1

Definitions

The following terms are used in these regulations and apply to signallers in a one-train working area.

Block signals

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

Home signal: the stop signal that controls the exit from the one-train section.

Section signal: a stop signal that controls the entrance to the one-train section.

Clearing point

The point beyond the home signal or 'end-of-section' board up to which the line must be kept clear when a train is in the one-train section.

One-train section

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

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

The one-train section will be referred to as a section within this document.

2 Principle

2.1 Principle of one-train working

The principle of one-train working is to prevent more than one train being in the section at the same time.

2.2 Handling the staff, where provided

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

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

3

Method of signalling

3.1 Method of signalling where a train staff is provided

Before you allow a train to enter or foul the section, you must make sure the driver of the leading locomotive has the correct train staff, except where the train staff 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 an assisting train
- working by pilotman or modified working arrangements are in operation.

3.2 Method of signalling where a train staff is not provided

Before you allow a train to enter or foul the section, you must clear the section signal, unless:

- 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 an assisting train
- working by pilotman or modified working arrangements are in operation.

3.3 Maintaining a clearing point

During the time a train is in the section, 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 otherwise shown in *Signal Box Special Instructions*, the location of the clearing point is 46 metres (50 yards) beyond the home signal or 'end-of-section' board.

3.4 Using the train staff for protection of work

As long as no train is within the section, you must use this regulation when the train staff 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*.

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

When you are told that the train staff is no longer needed to protect the work, you must get the staff.

4

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, you must:

- if necessary, arrange for train radio messages to be sent
- where provided, place or keep signals at danger to protect the obstruction or other emergency
- 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.

5

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 train staff, 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.

7

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 train staff is with the failed train
- 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.

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

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

- instruct the driver of the failed train to take the train staff 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 train staff 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.

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

If another traction unit is to remove the rear portion, where a train staff is provided, the driver will give you the train staff. 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
- where a train staff is provided, give the driver the train staff
- if necessary, instruct the driver to pass the signal at danger
- record the details in the Train Register.

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.

8

Working by pilotman and modified working

8.1 Where a train staff is provided

If the train staff 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 train staff is found or is replaced.

If the lost train staff is eventually found after a replacement has been provided, the train staff that was lost must be locked away and the Network Rail area operations manager told.

8.2 Where a train staff is not provided

Except where modified working arrangements are authorised, working by pilotman must be introduced over the section where a train staff is not provided if the signal controlling the entrance to the section cannot be cleared because one of the following applies.

- A failure or disconnection of the signal.
- The failure of a track circuit.
- A failure of the signalling or level crossing equipment.
- It is necessary to work trains to and from the point of obstruction.

8.3 Ground frames that are required to be used

If a ground frame requires to be used during working by pilotman, you must arrange for the signalling technician to attend to unlock the ground frame.

The pilotman must remain at the ground frame until the technician has relocked it.

8.4 Working to and from the point of obstruction

8.4.1 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.

8.4.2 If a train staff is available

However, if a train staff is available, 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:

- the location to which the movement is authorised to proceed
- if necessary, to pass the section signal at danger.

**Corporate member of
Plain English Campaign
Committed to clearer
communication**

172

