

GE/RT8000/TS9
Rule Book

Level crossings - signallers' regulations

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You will need this module if you carry out the duties of a signaller in an area where there is a level crossing.

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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Types of level crossing**Automatic crossings**

Automatic half-barrier crossing	AHBC
Automatic barrier crossing locally monitored	ABCL
Automatic open crossing locally monitored	AOCL
Crossing with red and green warning lights (also included as a user-worked crossing)	R/G

Controlled crossings

At the location:

Manned crossing with barriers	MCB
Manned crossing with gates	MG

Remotely:

Remotely controlled crossing with barriers	RC
Barrier crossing with closed-circuit television	CCTV
Barrier crossing with obstacle detection	OD

Traincrew operated

TMO

Open

Crossing without barriers, gates or road warning lights	OC
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Barrow or foot crossing with white light indicators**User-worked**

Crossing with red and green warning lights (also included as an automatic crossing)	R/G
Occupation and accommodation (including bridleway) crossing	UWC

The locations of controlled, automatic, open and traincrew-operated level crossings are shown in Table A of the *Sectional Appendix*.

Some automatic level crossings can also be operated by trains making wrong-direction movements. These crossings are identified in the *Sectional Appendix* by the letter X (for example AHBC-X).

2 General

2.1 Telephone calls from users of level crossings

2.1.1 Receiving a telephone call

When you receive a telephone call from the crossing, you must find out:

- which crossing the user wants to use
- what is required to pass over the crossing
- how long it will take.

If there is enough time for the crossing to be used before the next train passes over it, you must, except as shown in regulation 2.1.2, tell the user to use the crossing immediately.

If there is not enough time, you must tell the user to wait and telephone again.

2.1.2 Animals or large, low or slow-moving vehicles or a trolley with small wheels

Before you authorise anyone to use the crossing with animals or a large, low or slow-moving road vehicle, or anything with small wheels that may get caught in a flangeway, you must:

- find out from the crossing user how long the movement will take
- make sure there is enough time between trains to prevent delay
- make sure that the protecting signals are placed or kept at danger or the route has been closed
- make sure that any approaching train has passed clear of the crossing
- tell the user to report back when the movement has passed over the crossing.

After you have authorised the movement, you must not resume normal working until the crossing user has reported that the movement has passed clear of the crossing.

You must also carry out the above regulations if a user at a crossing with red and green warning lights reports that the lights have failed and wants to cross with a vehicle or animals.

You must also carry out the above regulations, with the help of the crossing keeper, at a crossing worked by a crossing keeper that is not protected by signals or block markers.

If the crossing user does not report back that the movement has cleared the crossing, you must make sure that the driver of each train is told to:

- approach the crossing at caution
- not pass over it until the driver has made sure it is safe to do so
- tell you whether the crossing is safe for the passage of trains.

You must do this until you are told that the crossing is safe for the passage of trains.

2.1.3 Not able to hear or understand a caller

If you are not able to hear or understand what the caller is saying, you must caution the driver of each train until you are sure the crossing is safe for the passage of trains.

2.2 Keeping a record of telephone calls

You must record the following details of each telephone call from the crossing.

- The name of the crossing.
- The time and nature of the request.
- How long the caller says the movement or work will take.
- The time you give permission for the movement or work.
- The time the movement is reported clear or the work is finished.

If the user fails to report back after being told to do so, you must record the time you caution the next train.

2.3 Failure of a telephone at a crossing

If you become aware that a telephone provided for users at a crossing has failed, you must tell the driver of each train to approach the crossing at caution and not pass over it until the driver has made sure it is safe to do so.

You do not need to caution drivers if:

- at an automatic crossing, a person is appointed who can contact you using other means of communication
- at a user-worked crossing, there is another way of communicating that allows the crossing to be used safely
- a user-worked crossing has been temporarily secured out of use.

2.4 Vehicle gates left open

If you become aware that the vehicle gates at a crossing have been left open, you must arrange for them to be closed.

If the next train is ready to pass over the crossing before you are told that the gates have been closed, you must make sure the driver of each train is told to:

- approach the crossing at caution
- not pass over the crossing until the driver has made sure it is safe to do so
- tell you whether the vehicle gates are closed.

If necessary, you must also ask the driver to close the gates.

You must do this until you are told that the gates are closed.

2.5 If another signaller is involved

Where another signaller controls a signal or route protecting a level crossing, you must tell that signaller to carry out the requirements of this module when:

- the protecting signal must be kept at danger or the route kept closed and trains are not allowed to approach the crossing
- the driver must be told to proceed cautiously towards the crossing
- the driver must be told that the gates have been left open at a user-worked crossing
- the driver must be told not to pass over the crossing until a green handsignal is displayed at the crossing.

2.6 Train failed on the approach to a level crossing

If a train fails between the signal or block marker protecting a crossing and the crossing, or is occupying a controlling track circuit, you must get the driver's assurance that the train will not be moved without first getting your permission.

2.7 When a crossing attendant is on duty

When an attendant takes duty at an AHBC, CCTV, OD or RC crossing, you must tell the attendant if any lines will be affected by:

- a line blockage
- a possession
- single line working
- wrong-direction movements.

2.8 Road traffic at level crossings within the clearing point

Road traffic passing over a level crossing controlled from your signal box does not need to be treated as an obstruction within the clearing point for the purpose of accepting a train.

3

AHBC crossings

3.1 Opening and closing the signal box

If the telephone alarm is sounding when you open a signal box but you cannot get a reply, you must make sure that the driver of each train is told to:

- approach the crossing at caution
- not pass over it until the driver has made sure it is safe to do so
- tell you whether the crossing is safe for the passage of trains.

You must do this until you are told that the crossing is safe for the passage of trains.

If you supervise an AHBC that is not under local control on a line that is under possession, you must not close the signal box unless arrangements have been made to make sure the AHBC will not be activated by the work or any rail movement.

3.2 Wrong-direction movements

You must not authorise a wrong-direction movement over an AHBC without wrong-direction controls unless the crossing is being locally controlled by an attendant.

If an AHBC has wrong-direction controls, you must make sure that local control has been taken before a wrong-direction movement starts between the wrong-direction speed restriction board and the crossing.

3.3 Routine road maintenance

If you are told that routine road maintenance lasting only a short time is to be done near the crossing that might interfere with the flow of road traffic, you must:

- find out from the person concerned how long the work will take
- make sure there is enough time between trains to prevent delay
- make sure that the protecting signals are placed or kept at danger or the route is closed and that any approaching train has passed clear of the crossing
- tell the person concerned to report back when the work is finished and the crossing is clear.

You must not resume normal working until the person concerned has reported that the work is finished and the crossing is clear.

If the person concerned does not report back by the agreed time that the work is finished, you must make sure that the driver of each train is told to:

- approach the crossing at caution
- not pass over it until the driver has made sure it is safe to do so
- tell you whether the crossing is safe for the passage of trains.

You must do this until you are told that the crossing is safe for the passage of trains.

3.4 Routine maintenance of crossing equipment

Before allowing the signalling technician to carry out routine maintenance of equipment that will interfere with the normal operation of the crossing, you must make sure:

- the protecting signals are at danger or the route is closed
- any approaching train has passed clear of the crossing.

After you have given permission, you must keep the protecting signals at danger or route closed until the technician tells you that:

- the work is finished
- the crossing is again working automatically.

If the signalling technician asks you to do so, you must make sure that the driver of the first train in each direction is told to:

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

3.5 Failure of crossing equipment or prolonged occupation of track circuits

3.5.1 Crossing alarm or advice of failure received

You must treat the crossing equipment as failed if an alarm sounds, or you receive information indicating that any of the following has happened.

- The road-traffic signals are not operating correctly.
- The barriers are other than fully raised or the road-traffic signals are operating when no train is approaching.
- A failed train is occupying a controlling track circuit.

When any of the above happen, you must carry out the requirements of regulation 3.6 in this module.

You must not authorise any crossing user to pass over the crossing while the road-traffic signals are lit or the barriers are lowered (or both), no matter how long the failure might last.

Instead, you must tell the crossing user to:

- wait until an attendant arrives, or
- take another route, avoiding the crossing.

3.5.2 Prolonged occupation of a controlling track circuit

You may resume normal working and do not need to tell the signalling technician if:

- you are sure that the failure indication was caused by a train occupying a controlling track circuit for a long time, and
- the failure indication clears.

If there are repeated intermittent failures, you must treat the crossing as defective and carry out the requirements of regulation 3.6 in this module.

3.5.3 Power failure indication

If there is an indication that the power to the crossing has failed, you must arrange for the signalling technician to be told immediately.

You may allow trains to pass normally over the crossing for the first six hours of the failure. After that period, until the power supply is restored, you must make sure that the driver of each train is told to:

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

3.6 Local control when the operation of the crossing is immediately affected

You must arrange for local control to be taken at an AHBC as soon as possible if any of the following happen.

- A failure of the equipment affects the normal operation of the crossing.
- A train fails within the crossing controls.
- The normal flow of road traffic over the crossing is affected by emergency roadworks or a road-traffic incident close to the crossing.

You must arrange for the civil police to be told.

Until an attendant has taken local control, you must instruct the driver of each train which is required to pass over the crossing to:

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

However, if the barriers have failed in the raised position and the road-traffic signals are not working, you must not authorise a train to pass over the crossing until there is an attendant at the crossing.

3.7 Local control during a line blockage or possession

You must make sure the crossing is operated locally during the whole time of the line blockage or possession unless any of the following applies.

- The crossing controls will not be activated by the work that is taking place.
- For a possession, the only movements over the crossing will be those of engineering trains passing normally in a direction for which there are controls.
- It is shown in the published arrangements or has been agreed with Operations Control that the crossing needs to be under local control only while it is affected by the work.

3.8 Local control - other circumstances

You must make sure that an attendant has taken local control of an AHBC before any of the following activities takes place.

- Planned roadworks (other than those that can be dealt with as shown in regulation 3.3) which may affect the normal flow of road traffic.
- A movement needs to be made over the crossing in a direction for which there are no controls.
- A train required to stop in the section will stop within the crossing controls.
- A train is to pass over the crossing while maintenance work is taking place that affects its normal operation.
- Single line working is to be introduced where there are no wrong-direction controls.

3.9 When an attendant is on duty at the crossing

3.9.1 Allowing an attendant to take local control

You must not allow the attendant to take local control unless the protecting signals are at danger or the route is closed.

You must also make sure any train (other than a failed train) has passed clear of the crossing unless you have already instructed the driver of that train to:

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

3.9.2 Alleged failure of the barriers to lower or failure of the road-traffic lights to operate (or both)

You must instruct the attendant to take local control only when the signalling technician gives you permission to do so, unless it is certain that the crossing equipment has failed.

Before local control is taken, you must tell the attendant to:

- observe the passage of trains
- tell you about any irregularities in the operation of the crossing.

You must tell the driver of any train that is to pass over the crossing to:

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

3.9.3 When the crossing is on local control

After local control has been taken and before you clear the protecting signal or issue a movement authority (MA), you must tell the driver of each train to:

- approach the crossing at caution
- not pass over it until authorised by a green handsignal shown at the crossing.

You must tell the attendant about the approach of each train in time to allow the attendant to lower the barriers before the train arrives.

3.9.4 When local control is no longer necessary

You must tell the attendant to reset the equipment for automatic working when you are sure:

- no train is approaching the crossing, and
- any train which has passed over the crossing has also passed clear of the crossing controls for each direction. If necessary, you must wait until the train is clear of the section.

Before you authorise the attendant to leave the crossing and normal working to be resumed, you must make sure that you have the normal indications from the crossing after it has been reset to automatic working.

3.10 Absence of road sign

If you become aware that the sign that tells drivers of large or slow vehicles to telephone for permission to cross is missing, you must tell the driver of each train to approach the crossing at caution and not pass over until the driver has made sure it is safe to do so.

You must continue to do this until the sign has been replaced.

4

ABCL and AOCL crossings

4.1 Engineering work or roadworks affecting the crossing

If engineering work is likely to cause the crossing equipment to be operated, or roadworks close to the crossing are likely to affect the normal flow of road traffic, you must make sure that arrangements are made for:

- the road-traffic signals to be switched off
- the barriers to be left in the raised position at an ABCL.

If the line is to be blocked by a possession, the PICOP is responsible for making these arrangements.

Unless the PICOP has agreed that they will arrange for this to be done, you must:

- tell the driver of each train about these arrangements
- instruct each driver to treat the crossing as having failed.

4.2 Failure of crossing equipment

If you are told that the road-traffic signals at an AOCL or ABCL have failed, or the barriers have failed at an ABCL, you must tell Operations Control and arrange for the signalling technician to be told.

Until normal working is resumed, you must tell the driver of each train to:

- stop at the crossing
- not pass over the crossing until the driver has made sure it is safe to do so.

4.3 Failure of equipment and the passage of trains during darkness

If the road-traffic signals have failed during darkness, you must not allow a train to pass over the crossing unless one of the following applies.

- The train is a passenger or empty coaching stock train and the interior lights are lit.
- The crossing has been closed to road traffic.
- There is a competent person at the crossing who will show a red light on each road approach to stop road traffic using the crossing when a train is to pass over it.
- At an ABCL the barriers are in the lowered position and the lights on the barriers are lit.

5

Level crossings with gates worked by the signaller

5.1 Lamps on gates

You must make sure that the lamps on the gates are lit during darkness or poor visibility.

5.2 If the gates fail or are damaged

During a failure of the gates or when they are damaged, you may clear the protecting signal or issue an MA for a train to pass over the crossing as long as:

- it is safe for the train to proceed
- if possible, the gates are secured
- the train is close to the signal.

6

CCTV, MCB and RC level crossings controlled by the signaller

6.1 Lowering the barriers manually

You must place the auto-lower switch (if provided) in the 'manual' position and lower the barriers by using the 'lower' button, watching the whole of the lowering sequence, if:

- at least one pair of the road-traffic signals has failed
- you become aware that there is road-traffic congestion at the crossing
- a track circuit controlling the auto-lower facility fails.

You must also carry out this regulation if any of the following types of movement are to pass over the crossing.

- A trolley, or any vehicle that cannot be relied upon to operate track circuits.
- An unsignalled movement, or any movement for which the auto-lower facility does not apply.

6.2 Raising the barriers

You must not raise the barriers unless:

- any approaching train has passed clear of the crossing
- the protecting signals are at danger or the routes are closed
- no route has been set over the crossing.

You must place the auto-raise switch (if provided) in the 'manual' position before you press the crossing-clear button if any of the following applies.

- You need to clear a signal or issue an MA for a second train on the same or another line immediately after the first train has reached the crossing.
- You are to authorise a driver to pass a signal protecting the crossing at danger or authorise a driver to pass an end of authority (EoA) without an MA.
- The barriers have failed in the lowered position and a train is to pass over the crossing.

You must also carry out this regulation if any of the following types of movement is to pass over the crossing.

- A trolley, or any vehicle that cannot be relied upon to operate track circuits.
- A shunting movement.
- An unsignalled movement, or any movement for which the auto-raise facility does not apply.

6.3 Failure of equipment

6.3.1 Failure of road-traffic signals

If the red road-lights indicator does not light up after you have pressed the 'lower button', you must:

- treat the red road-traffic signals as having failed
- immediately stop the lowering sequence, if possible.

If you have managed to stop the lowering sequence, you must then:

- lower the barriers enough to show your intention to road users
- after a short pause, continue to lower the barriers until they are fully lowered.

At a CCTV or RC crossing, the barriers must stay in this position for the duration of the failure.

6.3.2 Instructing the driver

If you can clear the protecting signal or issue an MA, you must first tell the driver to:

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

If you cannot clear the protecting signal or issue an MA, you must tell the driver to pass the signal at danger or an EoA without an MA as shown in regulation 6.6 of this module.

6.4 Failure of equipment - MCB crossings

If a barrier fails to rise, you must:

- immediately stop the raising sequence
- lower the barriers as soon as you are sure it is safe to do so.

You must then raise the defective barrier by hand.

When you lower the barriers by hand, you must make sure the red road-traffic signals are lit by:

- pressing the 'lower' button, or
- lowering a nearside barrier enough to activate the red road-traffic signals before you lower the barriers completely.

If only the raise function has failed, you can raise the barriers by hand. You can lower them by pressing the 'lower' button.

You must make sure the barriers are not left unattended during a failure unless all of the following apply.

- The barriers are secured to prevent them lowering.
- The door of the local control unit is closed.
- The doors of the barrier machines are closed.

6.5 Failure of equipment - CCTV and RC crossings

6.5.1 Barrier alarm

If a barrier is displaced or does not rise within the normal time, the barrier alarm will sound. If this happens, you must immediately check the crossing.

6.5.2 Failing to get a satisfactory view or picture of the crossing

If your view or picture of the crossing is unsatisfactory, you must send for an attendant.

Until the attendant arrives, you must authorise the driver to pass the protecting signal at danger or the EoA without an MA as shown in regulation 6.6 of this module.

When the attendant is present at the crossing, you must tell the attendant before you lower the barriers.

Before you clear the protecting signal or issue an MA, you must confirm with the attendant that the barriers are lowered and the crossing is clear.

6.5.3 Failure of barriers in the lowered position

If the barriers fail in the lowered position or they are held in the lowered position by a track circuit failure or failed train, you must place and keep the auto-raise switch in the 'manual' position until the failure has been put right.

You must arrange for the civil police to be told.

If the red road-traffic signals are working, you may allow trains to proceed over the crossing normally.

If the red road-traffic signals are not working, you must authorise the driver of each train to pass the protecting signal at danger or the EoA without an MA as shown in regulation 6.6 of this module.

6.5.4 Failure of a track circuit controlling the barriers

If a track circuit between a protecting signal or block marker and the crossing fails when the barriers are in the raised position, you must lower the barriers.

6.5.5 Failure of barriers in the raised position

You must press the lower button, making sure that the red road-traffic lights indicator is lit. You may then authorise the driver to pass the protecting signal at danger or the EoA without an MA, as shown in regulation 6.6 of this module.

If the road-traffic signals are not working, you must not authorise any train to pass over the crossing until an attendant has taken up duty at the crossing.

6.6 Passing a protecting signal at danger or EoA without an MA

Before you authorise a driver to pass a signal at danger or an EoA without an MA protecting the crossing, you must:

- place or keep the auto-raise switch (if provided) in the 'manual' position
- lower the barriers, if possible
- get confirmation, if possible, that the crossing is clear, if it is, press the crossing-clear button (if provided)
- tell the driver to approach the crossing at caution and pass over it only if it is safe to do so.

You must keep the auto-raise switch in the 'manual' position for as long as you need to pass the signal at danger or the EoA without an MA.

6.7 Wrong-direction movements over MCB crossings

Before you authorise a driver to pass over a crossing in a direction for which there is no signalled route, you must make sure that the barriers are fully lowered and the crossing is clear.

You must then authorise the driver to proceed by showing a green handsignal.

6.8 Wrong-direction movements over CCTV or RC crossings

6.8.1 All occasions when an attendant is at the crossing

If an attendant has taken duty at the crossing (whether or not it is under local control), you may authorise the driver to:

- approach the crossing without stopping opposite the protecting signal or block marker on the other line
- only pass over the crossing when authorised by a green handsignal shown at the crossing.

Unless the attendant has taken local control, you must:

- make sure the barriers are fully lowered
- make sure the crossing is clear, and then
- tell the attendant to show a green handsignal.

6.8.2 If there is no attendant at the crossing

You must tell the driver to stop opposite the signal or block marker protecting the crossing on the other line.

Before you authorise the driver to proceed over the crossing, you must make sure the barriers are fully lowered and the crossing is clear.

If you are not sure that the barriers are fully lowered or if the crossing is clear, as long as the red road-lights indicator is lit, you must tell each driver to:

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

6.9 Appointing an attendant at CCTV or RC crossings

An attendant must be provided if any of the following applies.

- a) You cannot get a satisfactory view or picture of the crossing and a pedestrian might not easily be seen when walking between the barriers.
- b) The barriers fail to respond to the controls.
- c) A track circuit between the protecting signals or block markers and the crossing fails, is disconnected or is occupied by a failed train.
- d) The main power supply fails and the failure is likely to last for an extended period.
- e) Before you grant possession of one or more lines if any of the following applies.
 - Work will be carried out that might cause track circuits to be activated within the protecting signal or block marker.
 - An engineering train or OTP is to work within the protecting signal or block marker or within 200 metres (approximately 200 yards) of the crossing.
 - A wrong-direction movement will be made over the crossing.

The attendant must have taken duty before you grant possession. However, this does not apply if it is shown in the published arrangements, or Operations Control has agreed, that the attendant need only be provided during the times when the crossing is affected by the work or movements over it.

- f) Single line working is to be introduced over the crossing. The attendant must have taken duty before you allow the first train in the wrong direction to pass over the crossing. This clause does not apply if *Signal Box Special Instructions* allow single line working to be introduced without appointing an attendant.

6.10 When an attendant is on duty at CCTV or RC crossings

6.10.1 Attendant arriving at the crossing

You must tell the attendant whether they are required to place the crossing on local control or to tell you when the crossing is clear as shown in regulation 6.5.2.

6.10.2 Before allowing local control to be taken

You must not allow the attendant to take local control unless:

- any approaching train has passed clear of the crossing
- the protecting signals are at danger or the route is closed
- no route has been set beyond the protecting signals or block markers.

However, you may allow the attendant to take local control if a train has failed between the protecting signal or block marker and the crossing and the driver has told you that the train will not be moved without your permission.

6.10.3 When there is an attendant at the crossing

When the crossing is on local control, you must:

- advise the attendant about each approaching train
- tell the attendant to lower the barriers.

Before you authorise a driver to pass the protecting signal at danger or the EoA without an MA, you must confirm with the attendant that the barriers are lowered and the crossing is clear.

If the movement is in a direction for which there is no signalled route, or for any movement in a possession, you must tell the attendant to display a green handsignal. You must do this even if the attendant has not taken local control.

6.10.4 When local control is no longer necessary

You must tell the attendant to lower the barriers and then reset the crossing for normal working.

Before you allow the attendant to leave, you must make sure that the barriers respond correctly when you operate them.

7

OD level crossings

7.1 Lowering the barriers manually

You must place the barrier control switch in the 'lower' position and lower the barriers manually if any of the following types of movement are to pass over the crossing.

- A trolley, or any vehicle that cannot be relied upon to operate track circuits.
- A shunting movement.
- An unsignalled movement, or any movement for which the auto-lower facility does not apply.

In these circumstances you must not return the crossing to 'auto' working until the barriers have been raised.

7.2 Raising the barriers manually

You must not raise the barriers unless:

- any approaching train has passed clear of the crossing
- the protecting signals are at danger or the routes are closed
- no route has been set beyond the protecting signals or block markers.

You must raise the barriers manually if any of the following types of movement has passed over the crossing.

- A trolley, or any vehicle that cannot be relied upon to operate track circuits.
- A shunting movement.
- An unsignalled movement, or any movement for which the auto-raise facility does not apply.

7.3 Obstacle detected

You must try to lower the barriers manually if the obstacle detector has detected an obstruction on the crossing. You must then authorise the driver of each train to pass the protecting signal at danger or the EoA without an MA as shown in regulation 7.5.

7.4 Failure of equipment

7.4.1 Failure of road-traffic signals

If the red road-traffic signals do not light up when the barriers are to be lowered, it will not be possible to lower the barriers.

You must not authorise any train to pass over the crossing until an attendant has placed the crossing on local control.

7.4.2 Failure of a track circuit

If a track circuit between a protecting signal or block marker and the crossing fails when the barriers are in the raised position, you must lower the barriers.

7.4.3 'OD failed' alarm

If you receive an 'OD failed' alarm or you are told that the crossing is not working correctly, you must treat the crossing as failed and send for an attendant.

Until the attendant arrives, if a train is to pass over the crossing, you must attempt to lower the barriers manually and then authorise the driver to pass the protecting signal at danger or the EoA without an MA as shown in regulation 7.5.

7.4.4 Prolonged occupation of track circuit alarm

You do not need to tell the signalling technician if you are sure that the alarm was caused by a train occupying a track circuit for a prolonged time.

7.4.5 Failure of barriers in the lowered position

If the barriers fail in the lowered position or they are held in the lowered position by a track circuit failure or failed train, you must place and keep the barrier control switch in the 'lower' position. You must not return the crossing to 'auto' working until the failure has been put right.

You must arrange for the civil police to be told.

If the red road-traffic signals are working, you may allow trains to proceed over the crossing normally.

If the red road-traffic signals are not working, you must authorise the driver of each train to pass the protecting signal at danger or the EoA without an MA as shown in regulation 7.5.

7.4.6 Failure of barriers in the raised position

You must operate the manual 'lower' control, making sure that the red road-lights indicator is lit. You may then authorise any driver to pass the protecting signal at danger or the EoA without an MA as shown in regulation 7.5.

If the red road-traffic signals are not working, you must not authorise any train to pass over the crossing until an attendant has placed the crossing on local control.

7.5 Passing a protecting signal at danger or EoA without an MA

Before you authorise a driver to pass at danger a signal protecting the crossing or EoA without an MA, you must:

- lower the barriers manually, if possible
- keep the barrier control switch in the 'lower' position
- get confirmation, if possible, that the barriers are lowered and the crossing is clear
- make sure that the red-road lights indicator is lit or the barriers are lowered
- tell the driver to approach the crossing at caution and pass over it only if it is safe to do so.

You must not return the crossing to 'auto' working until a train which has been authorised to pass a protecting signal at danger or EoA without an MA has passed over the crossing.

7.6 Wrong-direction movements

7.6.1 All occasions when an attendant is at the crossing

If an attendant has taken duty at the crossing (whether or not it is under local control), you may authorise the driver to:

- approach the crossing without stopping opposite the protecting signal or block marker on the other line
- only pass over the crossing when authorised by a green handsignal shown at the crossing.

Unless the attendant has taken local control, you must:

- make sure the barriers are fully lowered
- make sure the crossing is clear, and then
- tell the attendant to show a green handsignal.

7.6.2 If there is no attendant at the crossing

You must tell the driver to stop opposite the signal or block marker protecting the crossing on the other line.

Before you authorise the driver to proceed over the crossing, you must attempt to lower the barriers.

If you are not sure that the barriers are fully lowered or if the crossing is clear, as long as the red road-lights indicator is lit, you must tell each driver to:

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

7.7 Appointing an attendant

An attendant must be provided if any of the following applies.

- a)** An 'OD failure' alarm has been received or you have been told the crossing is not working correctly.
- b)** The barriers fail to respond to the controls.
- c)** A track circuit between the protecting signals or block markers and the crossing fails, is disconnected or is occupied by a failed train.
- d)** The main power supply fails and the failure is likely to last for an extended period.
- e)** Before you grant possession of one or more lines if any of the following applies.
 - Work will be carried out that might cause track circuits to be activated within the protecting signal or block markers.
 - An engineering train or OTP is to work within the protecting signal or block marker or within 200 metres (approximately 200 yards) of the crossing.
 - A wrong-direction movement will be made over the crossing.

The attendant must have taken duty before you grant possession. However, this does not apply if it is shown in the published arrangements or Operations Control has agreed that the attendant need only be provided during the times when the crossing is affected by the work or movements over it.

- f)** Single line working is to be introduced over the crossing. The attendant must have taken duty before you allow the first train in the wrong direction to pass over the crossing. This clause does not apply if *Signal box Special Instructions* allow single line working to be introduced without appointing an attendant.

7.8 When an attendant is on duty

7.8.1 Attendant arriving at the crossing

You must tell the attendant whether they are required to operate the crossing clear unit (CCU) or to operate the local control unit (LCU).

7.8.2 Operating the crossing in CCU mode

When the crossing is in CCU mode you do not need to tell the attendant about each approaching train.

You must tell the attendant when it is no longer necessary for the crossing to be operated in CCU mode.

7.8.3 Operating the crossing local control unit (LCU)

You must not allow the attendant to take local control unless:

- any approaching train has passed clear of the crossing
- the protecting signals are at danger or the routes are closed
- no route has been set beyond the protecting signals or block markers.

However, you may allow the attendant to take local control if a train has failed between the protecting signal or block marker and the crossing and the driver has told you that the train will not be moved without your permission.

When the crossing is on local control, you must:

- advise the attendant about each approaching train
- tell the attendant to lower the barriers.

Before you authorise a driver to pass the protecting signal at danger or EoA without an MA, you must confirm with the attendant that the barriers are lowered and the crossing is clear.

If the movement is in a direction for which there is no signalled route, or for any movement in a possession, you must tell the attendant to display a green handsignal. You must do this even if the attendant has not taken local control.

7.8.4 When local control is no longer necessary

When it is no longer necessary for the crossing to be operated in LCU mode, you must tell the attendant to lower the barriers and then reset the crossing for normal working.

Before you allow the attendant to leave, you must make sure that the barriers respond correctly when you operate them.

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Level crossings worked by a crossing keeper

8.1 An emergency affecting the crossing

If an emergency is likely to affect the crossing, you must:

- if possible, tell the crossing keeper about the emergency
- give the crossing keeper any necessary instructions.

8.2 Passing trains over the level crossing during a failure of equipment

8.2.1 If the protecting signal cannot be placed to danger or caution

Before you authorise a driver to approach a signal that cannot be placed to danger or caution which protects a level crossing, the crossing keeper must also have told you that the crossing is clear and safe for the train movement.

8.2.2 When the crossing keeper asks you to caution drivers of trains approaching the crossing

If the crossing keeper asks you to caution drivers of trains approaching the crossing because of a failure of equipment, you must tell each driver to:

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

8.2.3 Unsatisfactory view or picture of the crossing

If the crossing keeper cannot get a satisfactory view or picture of the crossing, you must instruct each driver to:

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

8.2.4 Failure of the barriers in the raised position at RC or CCTV crossings

If the crossing keeper tells you that the barriers cannot be lowered and the road-traffic signals are not working, you must not authorise any train to pass over the crossing until an attendant has taken up duty at the crossing.

8.3 Signal protecting the crossing to be passed at danger or an EoA to be passed without an MA

Before you authorise a driver to pass a signal at danger or an EoA without an MA which also protects a level crossing operated by a crossing keeper, you must get the crossing keeper's assurance that the crossing is closed to road traffic.

8.4 Wrong-direction movements over other than CCTV or RC crossings

Before you authorise a wrong-direction movement to pass over a level crossing that is operated by a crossing keeper, you must make sure that the driver is told to approach the crossing at caution and:

- only pass over the crossing when authorised by a green handsignal shown by the crossing keeper, or
- if the normal position of the barriers or gates is across the roadway, not pass over it until the driver has made sure it is safe to do so.

8.5 Wrong-direction movements over CCTV or RC crossings

8.5.1 All occasions when an attendant is at the crossing

If you have been told by the crossing keeper that an attendant has taken duty at the crossing (whether or not it is under local control), you may authorise the driver to:

- approach the crossing without stopping opposite the protecting signal or block marker on the other line
- only pass over the crossing when authorised by a green handsignal shown at the crossing.

8.5.2 If there is no attendant at the crossing

You must tell the driver to stop opposite the signal or block marker protecting the crossing on the other line.

Before you authorise the driver to proceed over the crossing, you must get the crossing keeper's assurance that the barriers are fully lowered and the crossing is clear.

8.6 If a train is to stop in the section

If a train is to stop before passing over a level crossing operated by a crossing keeper, you must tell the crossing keeper, if possible.

8.7 Train failing between the protecting signal or block marker and the level crossing

If a train has failed between the protecting signal or block marker and a crossing operated by a crossing keeper, and the driver has told you no further movement will be made without your permission, you must get the crossing keeper's assurance that the crossing is closed to road traffic before authorising the driver to move the train.

8.8 Single line working over a CCTV or RC crossing supervised by a crossing keeper

Before you allow the first train in the wrong direction to pass over the crossing during single line working, you must get an assurance from the crossing keeper that an attendant is on duty at the crossing.

8.9 Granting a possession on a line over a CCTV or RC crossing supervised by a crossing keeper

You must make sure that an attendant is on duty at the crossing before you grant possession if any of the following applies.

- Work will be carried out that might cause track circuits to be activated within the protecting signal or block marker.
- An engineering train or OTP is to work within the protecting signal or block marker or within 200 metres (approximately 200 yards) of the crossing.
- A wrong-direction movement will be made over the crossing.

The attendant must have taken duty before you grant possession. However, this does not apply if it is shown in the published arrangements or Operations Control has agreed that the attendant need only be provided during the times when the crossing is affected by the work or movements over it.

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Crossings with red and green warning lights (R/G)

Unless the crossing has wrong-direction controls, before you authorise a wrong-direction movement you must make sure that the driver is told to:

- approach the crossing at caution
- stop short of the crossing
- sound the horn
- not pass over it until the driver has made sure it is safe to do so.

If there are wrong-direction controls, but the wrong-direction movement is to start between the wrong-direction speed restriction board and the crossing, you must also tell the driver, as shown above, before you authorise the movement.

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Barrow or foot crossings with white light indicators

Unless the crossing has wrong-direction controls, before you authorise a wrong-direction movement, you must make sure that the driver is told to:

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

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Police officer attending during a failure of level crossing equipment

If a police officer contacts you from a level crossing where equipment has failed, you must only tell the officer about the arrangements made for:

- an attendant or technician to attend
- passing trains over the crossing during the period of failure.

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