

GE/RT8000/T11
Rule Book

Module T11

Movement of engineering trains and on-track plant under T3 arrangements

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January 2007
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You will need this module if you carry out the duties of:

- a signaller
- a person in charge of the possession (PICOP)
- an engineering supervisor
- a driver
- an operator of an OTM
- a shunter involved in T3 activities
- a person in charge of movements and unloading and loading engineering trains.

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Definitions used in this module

The following terms are used in this module:

Driver - this includes an operator of an on-track machine.

Engineering train - this includes on-track machines (OTM) but does not include on-track plant (OTP).

Machine controller - is the person with overall responsibility for the safe operation of OTP and will be identified by an armband or badge with MACHINE CONTROLLER or MC in black letters on a white background.

In some cases the machine controller will also act as a crane controller and will be identified by an armband or badge with CRANE CONTROLLER or CC in black letters on a white background.

Maximum speed in a possession - depending on any lower speed that may apply the maximum speed entering, leaving or within a possession is 40 mph.

On-track plant (OTP) - also known as 'possession-only rail vehicles' and includes road-rail vehicles (RRV), rail-mounted maintenance machines (RMMM) and RRV/RMMM trailers and attachments with rail guidance wheels.

Person in charge - this is the person in charge of movements when unloading and loading engineering trains as shown in module T9 *Loading and unloading of rail vehicles during engineering work*.

Person in charge (T4) - this is the person responsible for taking and supervising a possession of a siding.

2 Movements towards the possession

The people responsible: signaller, PICOP

See diagram T11.1 on page 17.

2.1 Signaller getting the PICOP's permission

signaller

You must get the PICOP's permission before you authorise the driver of an engineering train to:

- proceed from either end towards the protecting detonators, or
- enter the possession at an intermediate point.

2.2 On a single line worked by token

signaller

If the PICOP has taken possession of a single line by getting the token, you must get the PICOP's permission before you authorise the driver of an engineering train to pass the protecting signal at danger, at either end of the single line.

You must give the driver the necessary instructions about the working of the train, including where the train will be met.

2.3 Signaller's precautions

When the PICOP gives you permission for the movement to take place, you must:

signaller

- make sure the line is clear and safe for the train to proceed as shown in module S5 *Passing a signal at danger* or module TW7 *Wrong-direction movements*
- give the driver the necessary instructions about the working of the train
- when necessary, authorise the driver to pass the protecting signal at danger
- instruct the driver to proceed at caution, as shown in module S5 *Passing a signal at danger* or TW7 *Wrong-direction movements*, as far as the protecting detonators only, or to the location agreed with the PICOP when the Token is taken on a single line.

2.4 PICOP's precautions

You must make sure that the detonator protection is **not** removed until the engineering train has stopped at the detonators.

PICOP

If you have taken possession of a single line by getting the token, you must make sure the train is met at the location agreed with the signaller.

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3 Movements entering the possession

The people responsible: PICOP, signaller

See diagram T11.1 on page 17.

3.1 PICOP authorising movements

PICOP

Only you can authorise train movements:

- past the protecting detonators into the possession, or
- through points or crossings that are protecting the possession at an intermediate point.

3.2 After the movement has entered the possession

PICOP

You must:

- arrange for the detonator protection to be replaced immediately after the movement has entered the possession
- tell the signaller when the movement has passed clear of the detonators or, at an intermediate point, has passed clear of the points or crossings.

signaller

To protect the possession, you must restore to their original position all points that you operated for the movement.

3.3 Movements from an adjacent siding under T4 possession

PICOP, signaller

If on-track plant needs to get into the possession from an adjacent siding, you must both agree with the person in charge (T4) how this will be done before allowing the movement to take place.

4

Movements within the possession

The people responsible: PICOP, engineering supervisor, signaller

See diagram T11.1 on page 17.

4.1 Operating points that affect the possession

Before either of you authorise a movement within the possession, you must make sure that the signaller moves all points to the position required before the movement.

If it is not possible for the signaller to move the points, you must get a competent person to move them manually.

You must agree with the signaller the position in which the points are to be placed or kept after the movement has taken place.

PICOP,
engineering
supervisor

4.2 Movements from the detonator protection to the nearest work site

Only you can authorise movements from the detonator protection at each end of the possession to the nearest work site.

PICOP

4.3 Authorising a movement to enter an area under the PICOP's control

Except as shown in section 4.10 of this module, you can allow only one movement at a time to take place on each line in each area under your control.

PICOP

You must not authorise a movement within the possession to enter an area under your control until the previous movement in that area:

- has arrived complete at the marker boards or detonators at either end of that area, or
- has been shunted clear at an intermediate point.

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PICOP

If you are told that the previous movement has failed or become divided, you must carry out the instructions shown in section 4.8 of this module.

4.4 Movements entering a work site

engineering supervisor

Only you can authorise movements past the marker board into a work site.

You must make sure:

- the engineering train or OTP concerned has stopped at the marker board before the board is removed
- the marker board is replaced in the four-foot **immediately** the movement is within the work site.

When work at a work site is suspended

PICOP

If the engineering supervisor tells you that work at a work site has been suspended but the marker boards have been left in position, you must not allow a movement past a marker board into the work site.

4.5 Movements within a work site

engineering supervisor

Only you can authorise movements within a work site.

If a marker board at your work site is positioned at the detonators protecting the possession and these are less than 400 metres (440 yards) from points or through-crossings as shown in sections 5.4 c) and 5.5 b), you must:

- get the PICOP's permission before you authorise any movement to be made towards the detonators
- tell the PICOP when the movement has been completed.

4.6 Movements leaving a work site

a) Authorising movements past a marker board

Only you can authorise movements past a marker board at the exit from a work site.

PICOP

You must make sure:

- the engineering train or OTP concerned has stopped at the marker board before the marker board is removed
- the marker board is replaced in the four-foot immediately the movement has the work site.

4.7 Movements towards the detonator protection if it is less than 400 metres from points or through crossings

If the detonator protection is less than 400 metres (440 yards) from points or through-crossings as shown in sections 5.4 c) and 5.5 b) of module T3 *Possession of the line for engineering work*, you must get the signaller's permission **before** you authorise any movement to be made towards the detonator protection.

PICOP

You must give this permission **only** when any previous movement for which you have authorised has passed clear.

signaller

After giving permission for the movement towards the detonator protection to be made, you must not allow a train to pass over the points or through-crossing until the movement has passed clear or has been completed.

You must tell the signaller when the movement has been completed.

PICOP

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4.8 Assisting a failed train, failed OTP or removing a portion of a divided train

PICOP

You can permit a movement to enter an occupied area under your control to:

- assist a failed engineering train or failed OTP, or
- remove a portion of a divided train.

Agreement between PICOP and signaller

PICOP, signaller

You must agree which of you will tell the driver of the assisting train or the machine controller of the assisting OTP and reach a clear understanding as to:

- the position of the failed train, failed OTP or divided train
- what action to take.

4.9 Coupling engineering trains or OTP

PICOP

To reduce as far as possible the number of movements, you may arrange (if possible) for:

- engineering trains to be coupled together
- OTP to be coupled together.

You must be sure it is safe to do this.

4.10 Movement of more than one item of OTP at the same time in an area under the PICOP's control

If it is not possible to couple OTP as shown in section 4.9 of this module, you may allow more than one item of OTP to travel (not coupled) on each line in an area under your control, as long as:

- the details of each movement have been agreed at the planning meeting and the details are shown in the method statement
- you authorise each machine controller involved in the movement and give the necessary instructions to each machine controller about the movement, as shown in section 7 of this module
- any previous movement authorised in the area has arrived at the marker boards at the other end of the area or has been shunted clear at an intermediate point.

Once you have given permission for the multiple movement to enter an area under your control, you must not authorise any other movement in that area until you are told that all items of OTP involved in the multiple movement have:

- arrived at the marker boards at the other end of that area, or
- been shunted clear at an intermediate point.

4.11 Detaching or stabling vehicles outside a work site

You must make sure that a red light is showing at **both** ends of any vehicles that are detached from a movement, or are stabled, outside a work site.

PICOP

PICOP

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4.12 Signalling work within the possession

PICOP

If the possession has been taken **only** for signalling work, you must come to a clear understanding with the signaller and signalling technician about train movements.

In this case, you must make sure that any movement of engineering trains in the possession are made safely.

4.13 PICOP keeping a record of train movements

a) Recording details of movements

PICOP

You must record the time that each engineering train and each item of OTP is authorised to enter an area under your control.

You must also record the time that you are told when a movement:

- has arrived complete at the marker board or detonators at either end of an area under your control, or
- has been shunted clear at an intermediate point.

When you have authorised more than one item of OTP at the same time as shown in section 4.10 of this module, you must also record the total number of OTP in that movement.

b) Passing on the record

You must keep your record until:

- you are relieved (when you must give it to the new PICOP), or
- you give up the possession.

If you give up the possession, you must:

- attach the details to form RT3198 Record of Possession Arrangements
- send the records to your employer as shown in your employer's instructions.

5

Movements leaving the possession

The people responsible: PICOP, signaller

See diagram T11.1 on page 17.

5.1 PICOP's responsibilities

You must tell the signaller when the train is ready to leave the possession.

PICOP

You must make sure that the protecting detonators are **not** removed until the movement has stopped at the detonators.

You must arrange for the detonator protection to be replaced immediately after the train has left the possession.

5.2 Signaller's responsibilities

When the PICOP tells you that a movement is ready to leave the possession, you must personally authorise the driver to pass:

signaller

- beyond the protecting detonators out of the possession, or
- through points or crossings that are protecting the possession at an intermediate point.

You must make sure that the line is clear and safe for the movement to proceed before you authorise the driver to pass beyond the detonators.

If you can, you must work normally the signal beyond the protecting detonators.

To protect the possession, after the movement has left it, you must restore to their original position all points that you have operated for the movement.

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5.3 Movements to an adjacent siding under T4 possession

**PICOP,
signaller**

If OTP needs to get into a siding that is under T4 possession, you must both agree with the person in charge (T4) how this will be done before allowing the movement to take place.

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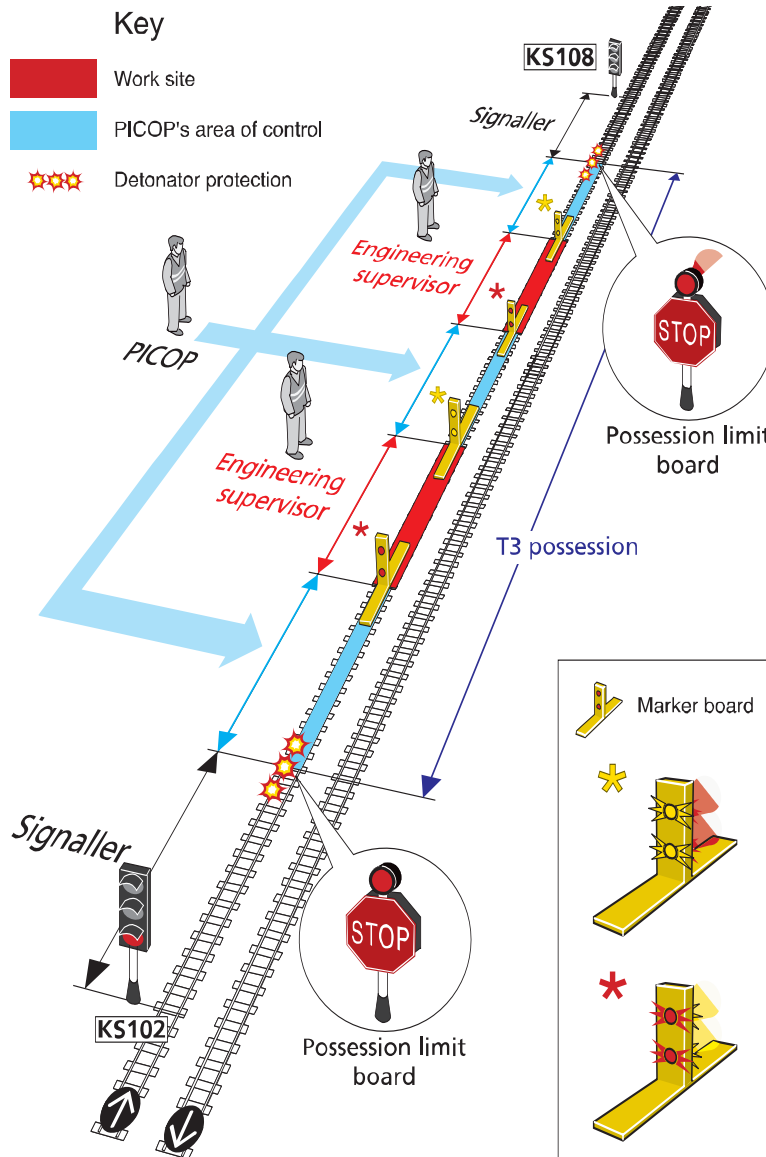


Diagram T11.1
Responsibility for authorising movements

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6 Conditions for propelling

The people responsible: PICOP, engineering supervisor, signaller

6.1 Propelling movements within a work site

**PICOP,
engineering
supervisor**

Unless the conditions in section 6.2 of this module apply, you must restrict propelling movements only to a work-site area, and they must be controlled as shown in section 4.8 of module SS2 *Shunting*, or in the case of OTP, as shown in section 11.7 of module OTP *On-track plant (OTP)*.

6.2 Propelling outside a work site with authority

**PICOP,
signaller**

You must not allow any of the following movements to be propelled **unless** propelling was agreed at the planning meeting and this is published in the *Weekly Operating Notice* or *Engineering Notice* and is shown in the method statement:

- movements entering the possession
- movements within the possession but outside a work site
- movements leaving the possession.

In an emergency, you may allow any of these movements to be propelled only if the Network Rail area operations manager has given you authority.

6.3 Propelling outside a work site - controlling the movements

PICOP

You may allow a propelling movement of an engineering train to be made under the conditions described in section 6.2 **only** if the shunter can control the movement by one of the methods a), b) or c) described on the next page.

If OTP is to make a propelling movement within a possession, but outside a work site under the conditions described in section 6.2, this must be done **only** as shown in method d).

PICOP**a) Shunter riding on a suitable leading vehicle**

You can permit the propelling movement to be made if the shunter can control it from a suitable leading vehicle that has the following safety features for the shunter:

- a platform at the leading end of the vehicle to stand on
- handrails to hold on to
- access steps to get to and from the platform.

b) Shunter riding in the leading locomotive cab

If there is no suitable leading vehicle on the propelling movement, you can permit the shunter to ride in the leading locomotive cab **only** if:

- the train is not more than 65 metres (70 yards) in length, and
- the shunter has a clear view of the line ahead from the leading locomotive cab.

c) Shunter controlling the movement from the ground

If there is no suitable leading vehicle or leading locomotive cab, you can permit the shunter to control the movement from the ground as long as all the following apply:

- The distance the movement needs to be propelled is not more than 200 metres (approximately 200 yards).
- The view of the track ahead of the movement is clear.
- It is safe and possible to make the movement.

In an emergency, you can allow the movement to travel more than 200 metres (approximately 200 yards) **only** if it has been authorised by the Network Rail area operations manager.

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PICOP

d) Propelling movements involving OTP

You can allow the propelling movement to be made if the details are published in:

- the *Weekly Operating Notice*, or *Weekly Engineering Notice*, and
- the method statement.

Or, in emergency, you must have been given authority to do so from the Network Rail area operations manager.

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Instructing the driver or machine controller

The people responsible: PICOP, engineering supervisor, signaller

See diagram T11.1 on page 17.

Only an authorised person can ride with the driver in the cab of an engineering train or with the operator of OTP.

7.1 Responsibility for instructing the driver or machine controller

a) Signaller's authority

If it is your responsibility to authorise a movement, you must always personally give the necessary instructions about the movement to the driver.

signaller

b) PICOP or engineering supervisor's authority

If it is the responsibility of either of you to authorise a movement, you must give the necessary instructions about the movement to the driver or machine controller.

PICOP,
engineering
supervisor

If you cannot personally authorise the driver or machine controller, you must send a competent person to do so.

c) Competent person instructing the driver or machine controller

If either of you sends a competent person to instruct the driver or machine controller, you must:

- choose a person who is competent to give clear and precise instructions
- reach a clear understanding with the person as to what instructions must be given to the driver or machine controller.

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7.2 Competent person accompanying the driver within a work site

engineering supervisor

You can permit a person to travel with the driver in the cab of an engineering train to give the driver your instructions about the working of the train within the work site.

7.3 Reaching a clear understanding with the driver or machine controller

signaller, PICOP, engineering supervisor

When any of you authorise a movement, you must make sure the driver or machine controller clearly understands what to do and how far the movement is to proceed.

You must:

- remind the driver or machine controller to make the movement at caution and to stop the movement if required by handsignal
- instruct the driver or machine controller if the movement is to pass a signal at danger
- instruct the driver or machine controller to pass over any unworked points in the facing direction only if they are secured for the safety of the movement
- carry out the instructions in section 8 of this module if a level crossing is involved.

7.4 Train-operated points

PICOP, engineering supervisor

If you are told by the machine controller that the OTP cannot be relied upon to operate train-operated points, you must make sure any hydro-pneumatic points are correctly secured before authorising the OTP to pass over them in the trailing direction.

8

Level crossings within the possession

The person responsible: PICOP, engineering supervisor

8.1 Giving the driver or machine controller instructions

You must give the driver or machine controller specific instructions for each level crossing that is within your area of control.

8.2 Automatic half-barrier crossing (AHBC)

AHBC that is being locally operated

You must instruct the driver or machine controller not to pass over the crossing until authorised by the crossing attendant.

AHBC that is not being locally operated

OTP must not be allowed to pass over the crossing unless it is being locally operated.

If an engineering train is to pass normally over the crossing in a direction for which there are controls you must:

- first ask the signaller for permission for the movement to be made
- tell the driver of the engineering train not to stop specially before passing over the crossing.

PICOP,
engineering
supervisor

PICOP,
engineering
supervisor

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PICOP,
engineering
supervisor

8.3 Remotely controlled (RC) or closed-circuit television (CCTV)

RC or CCTV crossing that is being locally operated

You must instruct the driver or machine controller not to pass over the crossing until authorised by the attendant.

RC or CCTV crossing that is not being locally operated

You must not allow any train movement to pass over the crossing unless it is being locally operated.

8.4 Automatic open crossing locally monitored (AOCL) or automatic barrier crossing locally monitored (ABCL)

PICOP,
engineering
supervisor

If the crossing equipment has been switched off as shown in section 6 of module T3 *Possession of the line for engineering work*, movements over the crossing may be authorised only as follows:

Engineering train during daylight

An engineering train may pass over the crossing as long as you instruct the driver to stop the movement at the crossing, sound the horn and then pass over the crossing only when it is safe to do so.

However, OTP must be dealt with only as shown below.

Engineering train during darkness or OTP at any time

You may allow an engineering train during darkness (or OTP at any time) to pass over the crossing **only** if:

- the crossing is closed to road traffic, in which case you must instruct the driver or machine controller to pass over the crossing only when it is safe to do so
- there is an attendant at the crossing who has stopped road traffic, in which case you must instruct the driver or machine controller to stop at the crossing, sound the horn and then pass over the crossing only when it is safe to do so.

If the crossing equipment has **not** been switched off as shown in section 6 of module T3 *Possession of the line for engineering work*, movements over the crossing may be authorised only as follows:

Engineering train during daylight

An engineering train passing in a direction for which crossing controls are provided, may pass over the crossing normally. You must instruct the driver to pass over the crossing only when it is safe to do so.

If an engineering train is to pass over the the crossing in a direction for which crossing controls are not provided, you must instruct the driver to:

- stop at the crossing
- sound the horn
- pass over the crossing only when it is safe to do so.

However, OTP must be dealt with only as shown below.

Engineering train during darkness or OTP at any time

You may allow an engineering train during darkness or OTP to pass over the crossing **only** if:

- the crossing is closed to road traffic, in which case you must instruct the driver or machine controller to pass over the crossing only when it is safe to do so
- there is an attendant at the crossing who has stopped road traffic, in which case you must instruct the driver or machine controller to stop at the crossing, sound the horn and then pass over the crossing only when it is safe to do so.

**PICOP,
engineering
supervisor**

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PICOP,
engineering
supervisor

8.5 Manned level crossing

You must instruct the driver or machine controller to pass over the crossing only if it is closed to road traffic.

If the manned level crossing is traincrew operated (TMO), you must, before authorising the driver or machine controller, make sure there is a competent person available to operate the crossing.

PICOP,
engineering
supervisor

8.6 Crossing with red and green warning lights

You must instruct the driver or machine controller to pass over the crossing only if it is safe to do so.

If the movement is to be made in a direction for which there are no crossing controls, you must tell the driver or machine controller to:

- stop before passing over the crossing
- sound the horn
- cross only if it is safe to do so.

PICOP,
engineering
supervisor

8.7 Barrow or foot crossings with white-light indications

You must instruct the driver or machine controller to pass over the crossing only if it is safe to do so.

PICOP,
engineering
supervisor

8.8 Telling the operators of level crossings

Before the movement takes place, you must give details about the movement to those personnel operating:

- any RC or CCTV level crossing
- any other level crossing, if possible.

9

Driver's duties

The people responsible: driver

Note: the instructions regarding the duties of machine operators and machine controllers are in module OTP *On-track plant (OTP)*.

9.1 Authority for movement of engineering trains

You must make movements only on the authority of the following personnel:

a) Signaller

The signaller will **personally** authorise you to make a movement that is required to:

- proceed from either end towards the detonators protecting the possession **i** or if the PICOP has taken possession of a single line by getting the token, to proceed to the location agreed with the PICOP where your train will be met
- enter the possession at an intermediate point
- pass through points or crossings that are protecting the possession at an intermediate point when leaving the possession
- proceed past the protecting detonators when leaving the possession.

driver



Detonator protection consists of three detonators placed on the line concerned, 20 metres (approximately 20 yards) apart on the same rail, and a possession limit board placed in the four-foot next to the middle detonator.

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driver

b) PICOP

The PICOP (or competent person on the PICOP's behalf) will authorise you to make a movement that is required to:

- go past the protecting detonators into the possession
- pass through points or crossings that are protecting the possession at an intermediate point when entering the possession
- move between the protecting detonators at each end of the possession and the nearest work site
- pass the marker board at the exit from a work site
- move between work sites.

The PICOP will wear an armband on the left arm, or a badge on the upper body, with PERSON I.C. POSSESSION in red letters on a yellow background.

c) Engineering supervisor

The engineering supervisor (or a competent person on the engineering supervisor's behalf) will authorise you to make a movement:

- past a marker board into a work site
- within a work site.

The engineering supervisor can permit a person to travel in your cab to give you instructions about the working of your train within the work site.

The engineering supervisor will wear an armband on the left arm, or a badge on the upper body, with ENGINEERING SUPERVISOR in blue letters on a yellow background.

9.2 Reaching a clear understanding with others

The person authorising the movement

You must reach a clear understanding with the person authorising the movement as to:

driver

- what you must do
- how far the movement is to proceed.

The shunter or person in charge

You must:

- reach a clear understanding with the shunter, or person in charge, about the movement to be made, and
- carry out the appropriate instructions of module SS2 *Shunting* or module T9 *Loading and unloading rail vehicles during engineering work*.

9.3 Headlights and tail lamps

a) Making sure the headlights and tail lamps are displayed

You and the shunter, or person in charge, must make sure that the headlights and tail lamps on the train are displayed as instructed in section 4 of module TW1 *Preparation and movement of trains: General* on all movements of the train towards, within, or from the possession.

driver

b) Train detained outside a work site

If the train is detained outside a work site, you and the shunter or person in charge must make sure that:

- a red light is showing at both ends of the train
- the headlights are switched off.

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9.4 During the movement

driver

a) Making the movement at caution

You must:

- make the movement at caution
- not exceed 40 mph at any point in the journey when entering, making a movement within, or leaving the possession
- be prepared to stop if required by handsignal.

You must also carry out the instructions shown in module S5 *Passing a signal at danger* or TW7 *Wrong-direction movements* until your train is brought under the control of a signal.

When vehicles are being loaded or unloaded, you must also carry out the instructions shown in module T9 *Loading and unloading rail vehicles during engineering work*.

b) Passing a signal within the possession

You must not pass a signal at danger within the possession unless you are authorised to do so by the PICOP or by the engineering supervisor.

You can pass **without authority** a signal showing a proceed aspect or indication but you must disregard the normal meaning of that signal.

c) Level crossings

You must carry out the instructions that you are given about passing over a level crossing.

9.5 When a possession is to be taken around one or more trains

This arrangement applies only on a track circuit block line.

a) Conditions

If the arrangements have been published, the signaller can grant possession to the PICOP when your train (or on-track machine or on-track machines coupled together) is standing at a signal that is at danger on the line on which the possession is to be taken. The signal this applies to will be shown in the *Weekly Operating Notice*.

b) Proceeding to the specified signal

Your movement to the specified signal will be signalled under normal arrangements.

c) Arriving at the specified signal

When your train arrives at the specified signal, the signaller will:

- tell you about the arrangements
- instruct you to make no further movement until you are authorised by the PICOP or the engineering supervisor, as appropriate, after the possession has been taken.

You must not make any further movement until you are authorised to do so by the PICOP or engineering supervisor.

driver

Movement of engineering trains and on-track plant under T3 arrangements

9

section

driver

9.6 When a possession is to be given up around a train

This arrangement applies only on a track circuit block line (other than axle-counter sections).

a) Conditions

The PICOP can give up the possession with **one** train (or on-track machine or on-track machines coupled together) standing at a specified stop signal on the line under possession, as long as:

- the movement, after the possession is given up, will be in the normal signalled direction, and
- the movement must be driven from the leading cab.

If the possession is to be given up around your train or on-track machine, the PICOP will tell you the location and identity of the signal you must stop at.

This signal will be agreed between the PICOP and signaller and must not be within a work site.

The PICOP will also tell you, and anyone else on the train or on-track machine, that the line on which you are standing must be considered as no longer under possession.

b) Arriving at the signal

When your train or on-track machine arrives at the signal, you must immediately contact the signaller. The signaller will tell you to make no further movement until the signaller tells you to proceed.

c) When the possession has been given up

When the possession has been given up, the signaller will give you permission to proceed and tell you to obey all signals.

10

Duties of the shunter or person in charge

The people responsible: shunter, person in charge

Note: the instructions regarding the duties of machine operators and machine controllers are to be found in module OTP *On-track plant (OTP)*.

10.1 Controlling movements

You must control all movements of engineering trains as shown in module SS2 *Shunting*.

When vehicles are being loaded or unloaded, the movements must be controlled by the person in charge of loading and unloading as shown in module T9 *Loading and unloading rail vehicles during engineering work*.

10.2 Reaching an understanding with the driver

You must reach a clear understanding with the driver about what needs to be done.

10.3 Headlights and tail lamps

a) Making sure the headlights and tail lamps are displayed

You and the driver must make sure the headlights and tail lamps on the train are displayed as shown in section 4 of module TW1 *Preparation and movement of trains: General* on all movements towards, within, or from the possession.

b) Using a portable headlight

If there is no fixed headlight on the leading vehicle of a movement that will be propelled, you must arrange for a portable headlight to be placed on the leading vehicle before the movement starts.

shunter,
person in
charge

shunter,
person in
charge

shunter,
person in
charge

Movement of engineering trains and on-track plant under T3 arrangements

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section

shunter,
person in
charge

c) Train detained outside a work site

If the movement is detained outside a work site, you and the driver must make sure that:

- a red light is showing at both ends of the train
- the headlights are switched off.

10.4 Giving the READY-TO-START signal

shunter,
person in
charge

You must give the READY-TO-START signal to the driver when:

- the movement is ready to be made, and
- authority for the movement has been given to the driver by the PICOP or engineering supervisor.

10.5 Propelling within a work site

shunter,
person in
charge

You must control the movement as shown in section 4.8 of module SS2 *Shunting*.

10.6 Propelling outside a work site

shunter,
person in
charge

Propelling movements must not be made outside a work site unless the necessary conditions are met - see sections 6.2 and 6.3 of this module.

a) Riding on a suitable leading vehicle

If there is a suitable leading vehicle, you must:

- ride on this vehicle and control the movement from its leading end
- have a clear view of the track ahead of the movement.

b) Riding in the leading locomotive cab

If there is no suitable leading vehicle on the propelling movement, you can ride in the leading locomotive cab **only** if:

- the train is not more than 65 metres (70 yards) long, and
- you have a clear view of the line ahead from the leading locomotive cab.

shunter,
person in
charge

c) Controlling the movement from the ground

If there is no suitable leading vehicle or leading locomotive cab, you can control the movement from the ground as long as all the following apply:

- The distance the movement needs to be propelled is not more than 200 metres (approximately 200 yards).
- You have a clear view of the track ahead.
- It is safe and possible to make the movement.

In an emergency, you can propel the movement more than 200 metres (approximately 200 yards) if authorised by the PICOP.

10.7 Place of safety on the ground

When you control a propelling movement from the ground, you must be in a place of safety that is as close as possible to the terminating point of the movement.

shunter,
person in
charge

In an emergency, if the movement needs to go more than 200 metres (approximately 200 yards), you must reposition yourself as close as possible to the 200 metres (approximately 200 yards) point.

After the movement has stopped, you must reposition yourself in the same way before you authorise the movement to restart.

Movement of engineering trains and on-track plant under T3 arrangements

10.8 Communications during a propelling movement

shunter,
person in
charge

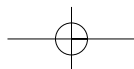
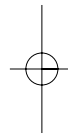
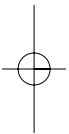
When a propelling movement is made under the conditions shown in section 10.6 of this module, you must:

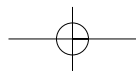
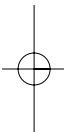
- control the movement by handsignal or radio (see section 4.2 of module SS2 *Shunting*)
- sound a warning by horn or whistle as necessary.

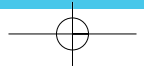
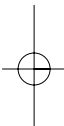
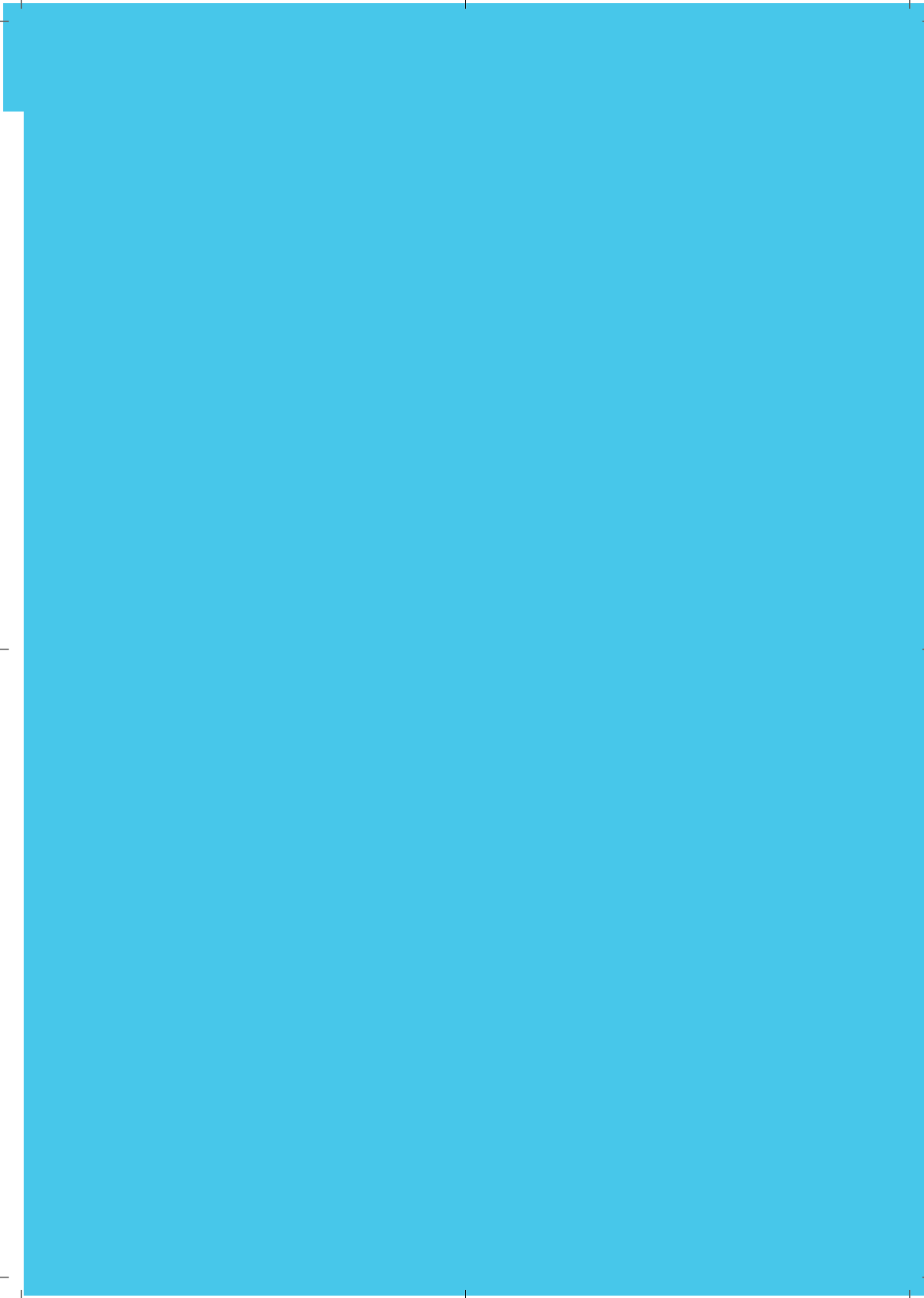
The term	Includes or means:
Aspect	The indication of a colour light signal that the driver sees.
Competent person	A person who is passed as being qualified and has the required knowledge and skills to carry out a particular rule, regulation, instruction or procedure.
Detonator	A small disc-shaped warning device, designed to be placed on the railhead for protection and emergency purposes. It explodes when a train passes over it.
Engineering train	Includes an on-track machine.
Hydro-pneumatic points	A form of train-operated points that are continuously driven to one position hydro-pneumatically so that facing movements always pass through them in the same direction. Trains themselves operate the points in the trailing reverse direction.
Level crossing	Any manned, automatic or open crossing shown in Table A of the <i>Sectional Appendix</i> .
Manned level crossing	Any of the following level crossings: <ul style="list-style-type: none"> • Operated locally by a signaller or crossing keeper (MCB or LC) • Remotely controlled (RC) • Closed-circuit television (CCTV) • Traincrew operated (TMO).

Glossary of terms and abbreviations

The term	Includes or means:
Protection	Ways of making sure that a line is protected. This includes keeping signals at danger, placing detonators on the line, using a track circuit operating clip and showing a hand danger signal.
Single line	One line is available for movements in both directions.
Tail lamp	Includes an illuminated built-in red light or blind.
Track circuit	A method of detecting a train or vehicle on a line. An electrical device, using the rails as an electrical circuit, detects the absence of a train or vehicle. Where these rules refer to track circuits, this also includes detection by axle counters unless specially excluded.
Track circuit block	A method of signalling trains in a section of line using track circuits or other means of automatic train absence detection and without using block instruments.
Train	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.
Unworked points	Points that are not operated from a signal box or ground frame.
Your employer	The company, or subsidiary of a larger organisation for whom you work.









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