

GE/RT8000 - S2
Rule Book

Module S2

Observing and obeying fixed signals

Issue 1

June 2003

Comes into force 6 December 2003



Issue	Date	Comments	Comes into force
1	June 2003	Initial issue	6 December 2003

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

- driver
- shunter
- signaller
- person controlling train movements.

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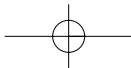
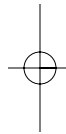
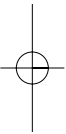


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Observing and obeying fixed signals

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section

1

General duties

*The person responsible: **driver (or person controlling train movements)***

You must obey each signal which applies to the movement of your train.

2 Starting a train after stopping at a signal

The person responsible: driver (or person controlling train movements)

2.1 Train stopped or nearly stopped at a signal at danger

If you have stopped or nearly stopped at a signal at danger, and the signal changes to a proceed aspect, you must understand that:

driver

- if the signal is a colour light that cannot show a yellow aspect or a semaphore stop signal, the next signal may be at danger, or
- if the stop signal is on the approach to a signal box, you must be ready to **stop** at the signal box if a red hand signal is displayed by the signaller outside the signal box.

When you have stopped at the signal box, the signaller will give you the necessary instructions and then either:

- display a yellow handsignal to authorise you to proceed if it is necessary for you to pass a signal at danger or make an unsignalled wrong-direction movement, or
- display a green handsignal to authorise you to proceed in all other circumstances.

If it is necessary for the signaller to give any instructions to the guard or the driver of an assisting locomotive, the signaller will:

- authorise you to draw forward
- display the yellow or green handsignal only after the signaller has given those instructions and you are authorised to proceed.

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2.2 Train stopped on the approach to a signal that shows clear

driver

If you have to stop the train on the approach to a signal that shows clear, you must make sure the signal still shows clear before you re-start the train.

**person
controlling
train
movements**

If the train has stopped on the approach to a signal that shows clear, you must make sure the signal still shows clear before you allow the train to re-start.

**driver (or
person
controlling
train
movements)**

If the train cannot continue, you must tell the signaller immediately.

2.3 Train stopped before the whole train has passed a clear signal

driver

If you have stopped the train before the whole train has passed a clear signal, you may act on the aspect that was being displayed when you passed the signal. This applies unless you are instructed that the train is not to proceed.

**person
controlling
train
movements**

If the train has stopped before the whole train has passed a clear signal, the train may proceed on the aspect that was being displayed when you passed the signal. This applies unless you are instructed that the train is not to proceed.



Clear is used to describe a colour light stop signal showing a proceed aspect, or a semaphore stop signal arm raised or lowered 45°.

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Movements made on the authority of a position-light, subsidiary or shunting signal

The person responsible: driver (or person controlling train movements)

3.1 Passenger train at a position-light, shunt-ahead or shunting signal

Unless you are instructed to do so by the signaller or by another person acting on the signaller's instructions, you must not proceed with a passenger train on the authority of:

- a shunt-ahead subsidiary signal
- a semaphore shunting signal
- a position-light signal.

However, you are permitted to proceed with a passenger train on the authority of a position-light or calling-on signal only if you are entering a permissive platform line.

driver

3.2 Signals controlling the entrance to sidings, permissive lines and no-block lines

If a position-light aspect or calling-on signal is not provided at the signal controlling the entrance to sidings, permissive lines or no-block lines, you must expect the line to be occupied when the signal is cleared.

driver

However, this only applies on a permissive platform line or dead-end platform line if the train is stopped or nearly stopped at the controlling signal before it is cleared.

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3.3 Route indication not shown

driver, or
person
controlling
train
movements

If a position-light or subsidiary signal is cleared but the normal route indication is not shown, you must:

- make sure the movement is at caution
- be prepared to stop before you reach any obstruction
- continue no further than is necessary (if making a shunting movement).

3.4 Returning to the approach side of a signal

driver, or
person
controlling
train
movements

If you have made a shunting movement on the authority of a position-light aspect, a shunt-ahead signal or a shunting signal, you must not proceed on your journey until:

- the movement has returned to the approach side of a signal, and
- that signal then displays the appropriate proceed aspect for the movement.

If the shunting movement **cannot** return to the approach side of the signal, you must carry out the requirements of section 6.2.

4 Signals that control the exit from sidings

The person responsible: driver (or person controlling train movements)

While waiting for the signal that controls the exit from the sidings to clear, you must not, if possible, allow the front of the train to stand foul of any other siding. This applies unless the person in charge of movements gives you permission to do so.

driver (or person controlling train movements)

If the signal applies to more than one siding and there are other trains standing in these sidings, you must not move forward and foul any of these sidings when the signal clears until the person in charge of movements gives you permission to do so.

driver

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5 Signal cleared for a wrong route

The person responsible: driver

driver

If a signal has been cleared for a wrong route, you must:

- stop the train at the signal if it is possible to do so safely, and
- tell the signaller.

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Observing signals when the train or shunting movement is required to reverse

The person responsible: driver (or person controlling train movements)

6.1 Authority for the movement to be made

When a train or shunting movement is required to reverse, you must only allow the movement to take place when:

- the signal controlling the movement is cleared
- the signaller gives you permission to move towards a signal which will control the further movement of the train
- the leading end of the train is standing beyond the signal controlling the movement and the signal cannot be cleared as described in part A of section 2 of module S5 *Passing a signal at danger*
- there is no signal for the movement and the signaller gives you permission to make an unsignalled, wrong-direction movement as described in section 2 of module TW7 *Wrong-direction movements*.

**driver (or
person
controlling
train
movements)**

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6.2 Train standing beyond a signal

a) When the signal can be cleared for the reverse movement

driver If any part of your train is standing beyond the signal controlling the movement, you must not start the movement until the signal is cleared.

person controlling train movements If any part of your train is standing beyond the signal controlling the movement, you must not give the signal to the driver to start the movement until the signal is cleared.

driver If you cannot see the signal, you must ask the guard, shunter or driver at the other end of the movement to give you an assurance when the signal is cleared.

When you are given this assurance, you can proceed.

person controlling train movements If you cannot see the signal, you must check the signal yourself or ask the driver to give you an assurance when the signal is cleared.

When the signal has been cleared, you can signal to the driver to re-start the movement.

b) When the signal cannot be cleared for the reverse movement

driver, or person controlling train movements If the signal cannot be cleared because the train is occupying a track circuit which is maintaining the signal at danger, you must:

- find out whether a movement can be made which will allow the whole train to be positioned on the approach side of the signal, and
- if necessary ask the signaller for permission to do this.

driver If it is not possible for the train to be set back to the approach side of the signal, you must ask the signaller for permission to proceed beyond the signal in the direction to which it applies.

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Signal not showing or not showing correctly

The person responsible: driver (or person controlling train movements)

If a signal is not showing or not showing correctly, you must treat:

- a stop signal as at **danger**
- a distant signal as at **caution**
- a position-light signal, subsidiary signal or shunting signal as at **normal**.

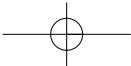
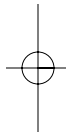
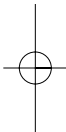
driver (or
person
controlling
train
movements)

You must do this if any of the following applies:

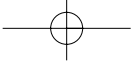
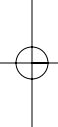
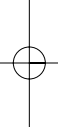
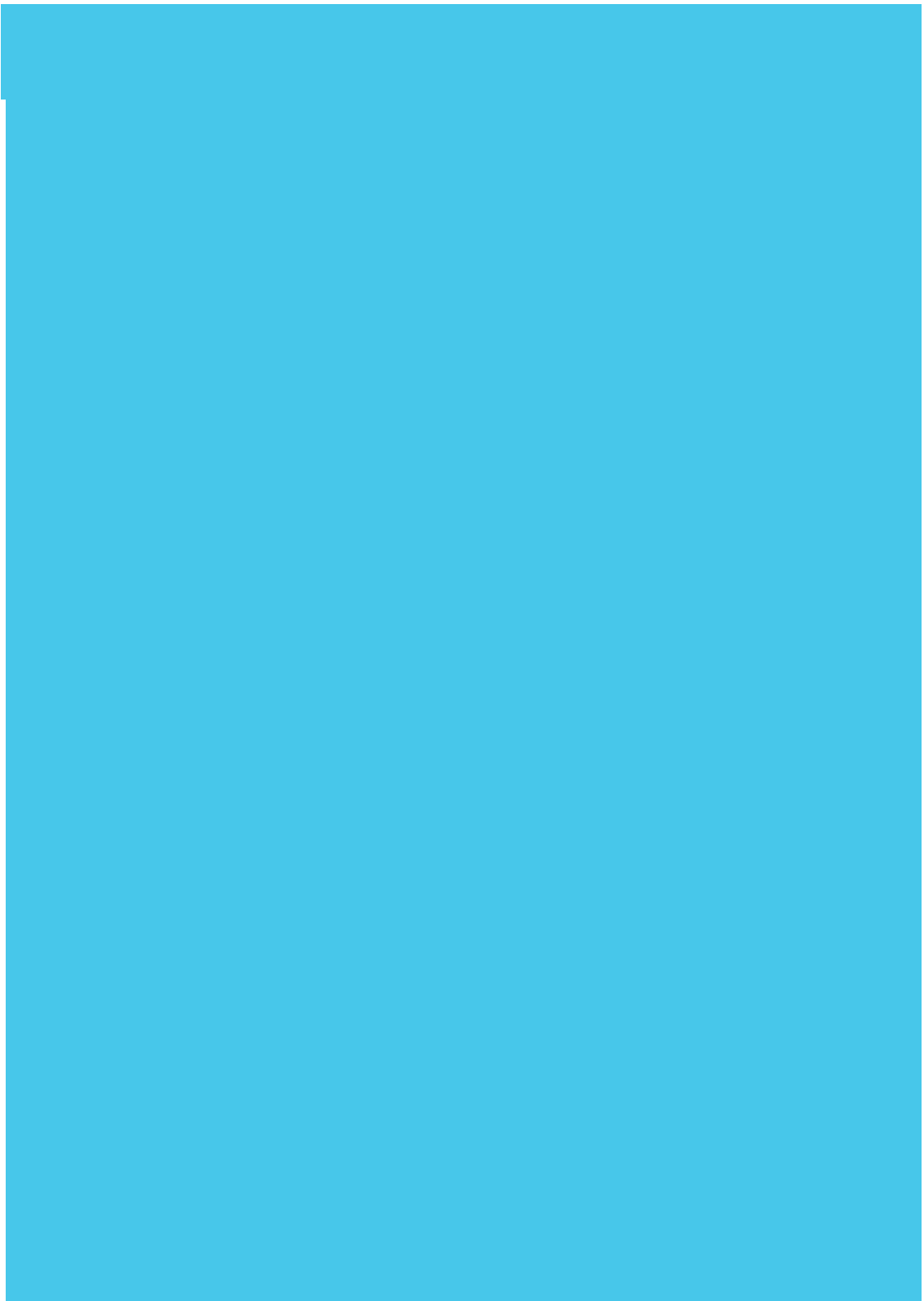
- no signal is shown when there should be one
- the aspect of a colour light signal is not clear or obvious
- there is no light at all
- a white light is showing instead of a red, yellow or green
- a semaphore signal is not showing correctly
- one light is showing at a position-light signal or subsidiary signal when there should be two.

Glossary of terms and abbreviations

The term	Includes or means:
Aspect	The indication of a colour light signal that the driver sees.
No-block line	A line on which the signaller does not monitor the condition of the block section.
Shunting signal	A signal that is provided for shunting purposes only.
Stop signal	A signal that can show a stop aspect or indication.
Subsidiary signal	A semaphore signal used for controlling shunting movements and movements onto occupied tracks. It is always positioned below the main semaphore arm with which it is associated.
Train	Light locomotive, self-propelled rail vehicle or road-rail vehicle in rail mode.



Notes





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