



Rule Book Briefing Leaflet

Issue 33.1



September 2020

The following modules and handbooks will be re-issued and come into force on 07 December 2019. Module TW1 will be further re-issued on the RSSB website and the Rule Book App from 05 September 2020:

Handbook 7 General duties of a controller of site safety (COSS)

Handbook 9 IWA or COSS setting up safe systems of work within possessions

Handbook 11 Duties of the person in charge of the possession (PICOP)

Handbook 12 Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession

Module P2 Working single and bi-directional lines by pilotman

Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities.

Module TS11 Failure of, or work on, signalling systems - signallers' regulations

Module TW1 Preparation and movement of trains

Module TW8 Level crossings - drivers' instructions

Handbook 7 General duties of a controller of site safety (COSS)

KEY CHANGE

At a previous revision of the rules, section 4.2 was re-written in a way that did not give a separate name to the arrangement for an IWA or a COSS working with only one other person to work without a site warden. The section has been changed to refer to the safe system of work as 'separated' whether or not a site warden is appointed.

DETAIL OF CHANGES

Section headings in bold relate to issue 5 of handbook 7

4 Working with a group

4.2 Safe systems of work

The section has been re-written to use the term 'separated' instead of 'site-warden warning' as the rules also apply when an IWA or COSS working alone, or a COSS working with one other person does not have to appoint a site warden.

4.6 Safe system of work using site wardens (site-warden protected)

The title has been changed to use the term 'separated' as the rules also apply when an IWA or COSS working alone, or a COSS working with one other person does not have to appoint a site warden.

Handbook 9 IWA or COSS setting up safe systems of work within possessions

KEY CHANGE

At a previous revision of the rules, the title of section 3.5 was re-written in a way that did not include the arrangement for an IWA or a COSS working with only one other person to work without a site warden. This is still shown in handbook 7, and handbook 9 has been amended to include this, with the title of the section changed to refer to the safe system of work as 'separated' whether or not a site warden is appointed.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of handbook 9

3 Working within a work site

3.5 Safe system of work using site wardens (site-warden protected)

The title has been changed and the section re-written to be consistent with handbook 7, which allows an IWA or COSS working alone, or a COSS working with one other person not to appoint a site warden.

Handbook 11 Duties of the person in charge of the possession (PICOP)

KEY CHANGES

Placing work-site marker boards at reduced distances is referred to in handbook 12, but not in handbook 11. Not all PICOPs or ESs hold the other competency, and to make sure both are aware of this rule, it has been included here.

There is no minimum distance specified between the detonator protection and the site of work when work-site marker boards are not provided and it is not possible to decide whether the plan is adequate. A minimum distance has now been shown.

Section 8.12 does not state, as shown in module T3, that this refers to any movement being made towards the detonators, and not just to one leaving the possession. This has been corrected.

Diagram HB11.2 did not clearly identify which points are referred to and has been amended to show this in a better way.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of handbook 11

4 Taking the possession

Diagram HB11.2 has been amended to show more accurately the points that are being referred to.

4.5 If the standard distance is not available

This section has been renamed to explain the meaning more exactly.

6 Work sites

6.2 Indicating each work site

This section has been rewritten to state that work-site marker boards can be placed at reduced distances, as shown in handbook 12.

8 Train movements

8.12 Leaving the possession - standard distance is not available

This section has been rewritten and renamed to make it clear that it applies to any movement, not just one leaving the possession. This is already shown in module T3.

Handbook 12 Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession

KEY CHANGES

There is no minimum distance specified between the detonator protection and the site of work when work-site marker boards are not provided and it is not possible to decide whether the plan is adequate. A minimum distance has now been shown.

At a previous revision of the rules, the title of section 4.5 was re-written in a way that did not include the arrangement for an IWA or a COSS working with only one other person to work without a site warden. This is still shown in handbook 7, and handbook 12 has been amended to include this, with the title of the section changed to refer to the safe system of work as 'separated' whether or not a site warden is appointed.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of handbook 12

3 Setting up the work site

3.4 Indicating the work site

This section has been rewritten to state a minimum distance between the detonator protection and the site of work when work-site marker boards are not provided.

4 Agreeing the safe system of work with each COSS/IWA

4.5 Safe system of work using site wardens (site-warden protected)

The title has been changed and the section re-written to be consistent with handbook 7, which allows an IWA or COSS working alone, or a COSS working with one other person not to appoint a site warden.

Module P2 Working single and bi-directional lines by pilotman

KEY CHANGE

When last reissued, an error was introduced to the exceptions when a pilotman does not have to be appointed in section 1.2.2. Exception 1 refers to ERTMS signalling equipment and exception 2 to conventional signalling equipment. This section has been amended to correct this error.

DETAIL OF CHANGES

Section headings in bold relate to issue 4 of module P2

1 When working by pilotman must be introduced

1.2 Exceptions

The items under the heading 1.2.2 Other exceptions has been changed to show that exception 1 applies to a failure of ERTMS signalling equipment, and item 2 to non-ERTMS signalling equipment. Owing to an error this was not shown correctly.

Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities.

KEY CHANGE

The wording of section 7.3 has been changed to make it clear that after it has been reported that a signal is difficult to see because of sunlight, street lights or reflections, treating the signal as defective requires the drivers of following trains to be cautioned.

DETAIL OF CHANGES

Section headings in bold relate to issue 3 of module S7

7 Reporting signalling failures and irregularities

7.3 Signals difficult to see because of sunlight, street lights or reflections

The wording has been changed to make it clear that treating the signal as defective includes a requirement to caution the drivers of following trains.

Module TS11 Failure of, or work on, signalling equipment - signallers' regulations

KEY CHANGES

Regulation 5.2 has been rewritten to explain clearly how a signaller can decide that an apparent failure concerns indications only, with a new requirement to confirm that a signal correctly returns to danger after a train has passed. This amendment was previously published in the Periodical Operating Notice in June 2019 and in issue 3.1 of module TS11.

Regulation 15 has been changed to remove any doubt as to whether a pilotman must be appointed in the circumstances described on a TCB single line. It is now made clear that it is not necessary to appoint a pilotman, but that track circuit block regulation 3.5 must be applied.

A new regulation has been introduced concerning signals that are raised or lowered from their normal position during maintenance or repair. If a signal will not be visible at all, or will be visible in a position that is not its normal one, drivers of approaching trains must be told. This also applies to drivers on adjacent lines if the signal is one of a group.

DETAIL OF CHANGES

Section headings in bold relate to issue 3 of module TS11

5 Failure of signalling equipment

5.2 Indications failure

This regulation has been rewritten to explain clearly how a signaller can decide that an apparent failure concerns indications only, with a new requirement to confirm that a signal correctly returns to danger after a train has passed.

This amendment was previously published in the Periodical Operating Notice in June 2019 and in issue 3.1 of module TS11.

15 When a train or vehicle fails to operate track circuits

15.2 Allowing a train or vehicle to pass over the track circuit concerned

To remove any doubt about the correct action to be taken, this regulation has been changed to state that on a TCB single line, track circuit block regulation 3.5 must be applied, and it is not necessary to appoint a pilotman.

A new regulation 22 has been introduced. This concerns signals that are raised or lowered from their normal position during repairs or maintenance. If this happens, drivers must be told that a signal will not be visible at all, or will be visible in a different position from normal. This will also apply if the signal forms one of a group.

Module TW1 Preparation and movement of trains

KEY CHANGES

Section 9 stated that the cab-to-cab telephone was not to be used instead of the bell or buzzer codes. This was intended to mean that it must not be used if the bell/buzzer is working. It has been agreed in some cases that it would form an acceptable alternative when the bell/buzzer is defective, and the wording has been changed to allow its use when train operating company instructions allow this.

Section 10 concerning the driver's reminder appliance (DRA) did not cater fully for all possibilities, and it has been rewritten to make the instructions more complete.

The list of items that a driver must have when on duty in section 21 has been extended to include emergency special working tickets.

Section 21 requires every guard to have a red flag at all times, although this is only necessary when carrying out emergency protection. This section has been changed so that a red flag is only necessary in circumstances when the guard could not get a red flag from the emergency equipment on the train, in the same way as detonators.

Section 37.1 has been changed as a reminder to drivers that subsequent movement of an incorrectly stopped train requires the signaller's permission before making a further move towards a signal at danger or on a permissive platform line which is shown in module SS1. Reference in this module is intended to increase the possibility of a driver remembering to get permission from the signaller before making any further movement.

Section 37.2 instructs the driver not to pass over an AHBC level crossing that is not being locally monitored, although this is not necessary. The signaller would apply the regulation in module TS9 which does not allow such a movement. The reference has been deleted.

The 'people responsible' in section 39 includes 'guard' for whom there were no rules. However, a rule has now been added reminding the guard that it may be necessary to use the train radio in an emergency.

When module TW5 was recently reissued, the term 'entering service' was replaced by 'starting a journey'. To avoid any confusion that the terms have different meanings, the same change has been made throughout this module.

Section 41 has been changed by including a new requirement for the driver to tell the signaller, if possible, that the train is only making slow progress and may come to a standstill, because of reasons such as conductor rail icing, rail adhesion conditions or insufficient traction power. The signaller's instructions have been enhanced so that when told that a train has stopped out of course, or is moving so slowly that it may come to a standstill, any action must be taken that will prevent other trains approaching that location, including telling other signallers and Operations Control. This follows an incident in which the situation was not fully appreciated, and trains became stranded for long periods in poor conditions.

DETAIL OF CHANGES

Section headings in bold relate to issue 13 of module TW1

4 Brake system requirements

4.1 Making sure brakes are working correctly

A reference to entering service has been changed to starting a journey to be consistent with a similar change made recently to module TW5.

4.4 Coaching stock vehicles with isolated brakes

A reference to entering service has been changed to starting a journey to be consistent with a similar change made recently to module TW5.

9 Driver-guard communication

This has been changed to allow driver-guard communication to be used when the bell/buzzer is defective and train operating company instructions allow this.

10 Driver's reminder appliance (DRA)

10.1 When entering or leaving the driving cab

This section has been changed to refer to being able to reset the DRA when authorised to pass a signal at danger. The rule concerning the situation of no platform starting signal has been removed, as in that case the DRA can be reset at any time.

10.3 When stopping at a station platform where no signal is provided

This section has been changed to refer also to the action when a DO train is at an unstaffed platform.

11 Driving-cab equipment

A reference to entering service has been changed to starting a journey to be consistent with a similar change made recently to module TW5.

The wording has been changed to make it clear that the equipment only has to be available in cabs that the train will be driven from, and not to other cabs that will not be used as a driving cab.

The wording has also been changed to make it clear that the equipment that is required before a train starts its journey is that referred to in this section, and not to any other type of equipment on the train.

The explanation that in some cases emergency equipment will be in another location on the train has been reworded to improve its clarity.

17 Locking doors on passenger trains

A reference to entering service has been changed to starting a journey to be consistent with a similar change made recently to module TW5.

21 Personal equipment

This section has been changed to refer to the need for a supply of Emergency Special Working Tickets (NR3190).

It has also been changed so that a guard does not need to have a red flag unless one cannot be obtained when needed from the emergency equipment on the train.

23 Preparing a train

Two references to entering service have been changed to starting a journey to be consistent with a similar change made recently to module TW5.

37 Stopping short of, or overrunning a platform

37.1 If the train is stopped incorrectly at a station platform

This section has been changed to mention the need for the signaller's permission before moving towards a signal at danger or on a permissive platform line.

37.2 Returning to the platform after an overrun

This section has been changed by removing reference to passing over an AHBC, as the signaller will not permit such a movement.

39 Train radio equipment

39.2 Communicating with the signaller

This section has been changed by including an instruction to the guard that in emergency the train radio can be used to communicate with the signaller.

41 Train stopped out of course

This section has been renamed 'Train stopped out of course or unable to make normal progress'. It has been changed to include instructions to the driver about a train failing to make normal progress, and new instructions for the signaller in both situations.

44 Vehicles labelled for repair or with a NOT TO BE MOVED board attached

44.1 Trains or vehicles with a NOT TO BE MOVED board attached

A reference to entering service has been changed to starting a journey to be consistent with a similar change made recently to module TW5.

Module TW8 Level crossings - drivers' instructions

KEY CHANGE

The title of section 4.4 has been changed. Although it is named 'If the crossing is not working correctly', it refers to stopping when the crossing is working normally, but is obstructed. The section has been renamed 'When a train is required to stop' which more correctly applies to its content.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of module TW8

4 ABCL and AOCL crossings

4.4 If the crossing is not working correctly

This section has been renamed to reflect its full content more correctly.

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