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General information

Each infrastructure manager or railway undertaking is reminded of the need to consider its own responsibilities to ensure health and safety at work and its own duties under health and safety legislation. The Rail Safety and Standards Board (RSSB) does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

RSSB members wishing to use the information contained in this document as the basis for further work are strongly advised to contact RSSB for current information on status, further guidance and the possibility of additional support.

Uncontrolled copies of this document may be obtained from the Head of New Systems, RSSB, Block 2 Angel Square, 1 Torrens Street, London EC1V 1NY.
1 Introduction

This is the seventh issue of amendments to the rule book modules that have been produced by RSSB on behalf of the Cambrian ERTMS Early Deployment Scheme. It includes newly published amendments and amendments from the:

- first issue dated 7th September 2010
- second issue dated 4 December 2010
- third issue dated 4 June 2011
- fourth issue dated 3 December 2011
- fifth issue dated 2 June 2012
- sixth issue dated 1 December 2012.

All amendments will eventually be incorporated into the rule book modules.

1.1 Background

In December 2009 and June 2010, RSSB published a suite of new ERTMS Rule Book modules, which are intended to be applied in conjunction with other modules contained within GE/RT8000 Rule Book. The application of the ERTMS Rules is constrained to the ERTMS Cambrian Lines infrastructure and 24 Class 158 diesel multiple units operated by Arriva Trains Wales and three Class 97/3 (formerly Class 37) locomotives owned by Network Rail.

The ERTMS rules came into force on Sunday 24th October 2010.

The ERTMS Rules were developed independently of the Cambrian EDS, by the National ERTMS programme team, which is a cross-industry team led by Network Rail that includes representation from RSSB and ATOC.

The ERTMS Rules were derived from a detailed analysis of existing rules published within GE/RT8000 Rule Book, and the ERTMS Cambrian Operational Sub-System Requirements Specification.

The ERTMS Rules were subject to extensive peer review by the ERTMS Operations Review Group (ORG), before being recommended for industry consultation by the Engineering and Operations Standards Review Group (EOSRG).

EOSRG, once satisfied that the ERTMS Rules were fit for purpose, recommended final approval to the Traffic, Operations and Management Standards Committee (TOM SC).

TOM SC authorised the ERTMS Rules for publication in December 2009, and did so in the knowledge that further amendments were likely to emerge throughout the year in service, as experience was gained in the live operating environment.

Having now authorised a baselined set of ERTMS Rules, in February 2010 TOM SC decided that emerging issues justifying subsequent amendments to the ERTMS Rules should be managed locally.

This approach enables the ERTMS Cambrian EDS to react to any emerging issues quickly; monitoring the effectiveness of such amendments before submitting proposals to change the published ERTMS Rules.

1.2 Process

GO/RT3215 – Requirements for the Weekly Operating Notice (WON), Periodic Operating Notice (PON) and Sectional Appendix allows the infrastructure manager to publish amendments to National Operational Publications in the WON, PON and Sectional Appendix.
It has been agreed at TOM SC (22 June 2010) that emerging issues relating to the published ERTMS Rules are managed through the application of the following process:

- Emerging issue will be recorded in a change register and subsequently reviewed by an operational ERTMS rules specialist who is independent from the Project.
- The independent operational ERTMS rules specialist will be responsible for undertaking a detailed assessment of the issues as they emerge, and in consultation with stakeholders agreeing an acceptable path to resolution.
- Where it is agreed that the resolution of an issue is achieved through an amendment to the published ERTMS Rules, the independent operational ERTMS rules specialist will submit a proposal to the ERTMS Operations Review Group (ORG).
- ORG will be responsible for endorsing all proposals to amend published ERTMS Rules, but only after satisfying itself that sufficient consideration has been given to safety, performance, cost, consistency and end user acceptability (fitness for purpose).
- All ORG endorsed proposals to amend published ERTMS Rules will be presented to EOSRG for acceptance in sufficient time to meet Network Rail’s press dates.
- EOSRG will be responsible for authorising the publication of all proposals to amend ERTMS Rules.
- Network Rail will be responsible for publishing amendments to published ERTMS Rules in the ERTMS Wales Route Periodical Operating Notice Supplement.

1.3 Purpose of this document

This document details the amendments required for Network Rail to publish the amendments in the Wales Route Periodical Operating Notice Supplement PON.

This is the seventh issue of amendments which are a consequence of national rules changes they are subsequent amendments to those shown in issue 6 dated 1 December 2012.

The amendments shown in issue 1 dated 7th September 2010, issue 2 dated 4 December 2010, issue 3 dated 4 June 2011, issue 4 dated 4 December 2011, issue 5 dated 2 June 2012 and issue 6 dated 1 December 2012 are still in force unless they have been subsequently amended in part A of this document.

1.4 Target audience

The target audience for this document is the ERTMS Principal Operations Specialist Network Rail.

1.5 Scope of this document

Amendments in this document are mainly to the GE/RT8000 ERTMS modules and GE/RT8000/AM module.

Other rule book modules (GE/RT8000 series) and other publications for example, the new handbooks (GE/RT8000 HB series) may also require amendment or amplification for briefing purposes.

1.6 Structure of the document

This document is divided into two parts, as follows:

Part A of this document contains new amendments. The nature of the amendment is described in the “key changes” and denoted with a black line.
GE/RT8000 Rule Book Amendments to ERTMS modules

Part B of this document contains the amendments published in previous versions of this document, which have not been published in GE/RT8000.
Part A New amendments

Amendment No 09/12 GE/RT8000 ERTMS AM Amendments module SS1
Station duties and train dispatch

As part of the New Approach to the Rule Book module SS1 has been completely reviewed and reissued. Below are the ERTMS amendments to issue 3 of module SS1. These replace those shown in the ERTMS Amendments module pages 60 to 65 (inclusive). There are no other ERTMS amendments to issue 3 of module SS1.

2.5 Moving a train before station work is complete

Before any movement is made towards a signal at danger, one of you must have the signaller’s permission.

You must make sure the signaller is told when the movement has been completed.

On an ERTMS line if a movement needs to be made before you have an authority to clear the platform, you must first get the signaller’s permission.

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

If it is necessary to move a train before station work is complete, you must make sure all the doors are closed before instructing the driver to make any movement.

2.6 Moving a train where permissive platform working is authorised

On a permissive platform line, you must not make any further movement after the train has come to a stand, other than for coupling or uncoupling unless:

- a signal is cleared for the movement, or
- the movement is authorised by the signaller.

If the signaller gave authority for the movement, you must make sure the signaller is told when the movement has been completed.

On an ERTMS permissive line, you must not make any movement, other than for coupling or uncoupling, once the train has come to a stand unless you have reached a clear understanding with the signaller as to the movement which is to be made. This applies even if you still have the movement authority which enabled your train to enter the platform.

If the movement is made prior to the train departing from the platform, you must tell the signaller when the movement has been completed.

3.3 The ‘ready to start signal’

You must give the ‘ready-to-start’ signal to the driver by using the bell or buzzer communication.

If there is no bell or buzzer communication, you must give the ‘ready-to-start’ signal to the driver by:

- a green flag waved above the head during daylight, or
- a green light held steadily at night or during poor visibility.

For a DO train, you must give the ‘ready-to-start’ signal to the driver by one of the following:

- A green flag waved above the head during daylight.
GE/RT8000 Rule Book Amendments to ERTMS modules

PIC of platform

- A green light held steadily at night or during poor visibility.
- A right away (RA) indicator.

You must relay the guard’s 'ready-to-start' signal to the driver if the driver cannot see the guard’s ‘ready-to-start’ signal, or if the train concerned is required to start by using the ‘RA’ indicator.

driver

If you receive the ‘ready-to-start’ signal and the platform starting signal is at danger, you must not move your train towards the signal to wait for it to show a proceed aspect, unless the signaller gives you permission to do so.

On an ERTMS line, if you receive the ‘ready-to-start’ signal before you have an authority to make a movement to clear the platform, you must not move your train unless the signaller gives you permission to do so.

3.4 Before commencing train dispatch on an ERTMS line

Before you commence the train dispatch procedure, you must make sure that:

- the driver has received an MA, or
- the driver has obtained the signaller’s permission to pass the EOA without an MA.

Amendment No 10/12 GE/RT8000 ERTMS AM Amendments module SS2

Shunting

As part of the New Approach to the Rule Book module SS2 has been completely reviewed and reissued. Below are the ERTMS amendments to issue 2 of module SS2. These replace those shown in the ERTMS Amendments module pages 66 to 71 (inclusive). There are no other ERTMS amendments to issue 2 of module SS2.

5.1 General

driver

You must only make a movement, even when the signalling system permits it, if the shunter has:

- authorised the movement, or
- operated a shunting or other indicator which authorises the movement.

Except where specifically authorised, you must not:

- pass a signal at danger or, on an ERTMS line, a block marker or shunt marker without a movement authority when making a movement
- exceed 10 km/h (5 mph) in a siding.

Except where specifically authorised, you must not allow a shunting movement to pass a signal at danger.

shunter

On an ERTMS line, you must not allow a shunting movement to pass a block marker or a shunt marker without authority.

5.3 Controlling movements not driven from a cab at the leading end of the movement

a) General

shunter

When a traction unit, making a propelling movement or shunting movement, is not being driven from a cab at the leading end of the movement, you must:

- ride in the leading cab, if this is at the leading end of the movement, or
GE/RT8000 Rule Book Amendments to ERTMS modules

shunter

- ride in the vehicle at the leading end of the movement, if this is suitable, from which you can control the movement and apply the automatic brake, or
- control the movement from a safe place on the ground, ahead of the movement, where you are in contact with the driver or where the driver can see you.

During the movement, you must:

- keep a good lookout
- obey all signals unless you are specifically authorised to pass a signal at danger
- not pass an ERTMS block marker or ERTMS shunt marker without authority
- warn anyone on or near the line about the approaching movement
- if anyone on or near the line appears to be in danger, stop the movement.

You must control the movement so that it is made at a safe speed which will allow you to instruct the driver to stop the movement within the distance that you can see the line is clear.

7.4 Detaching traction units that are coupled together on a running line

driver

You must not uncouple a traction unit from another traction unit on a running line except:

- at a signal box
- at a signal
- on a platform line.

On an ERTMS line, you must not uncouple a traction unit from another traction unit on a running line except:

- at a location where you have voice communication with the signaller
- on a platform line.

On any line, before uncoupling traction units at a location where this does not happen routinely, you must tell the signaller what movements need to be made.

8.3 When the signaller’s permission is not needed

You do not need the signaller’s permission if any of the following apply:

- The signaller has cleared a signal for the movement
- The movement will pass a shunting or position-light signal which has a yellow ‘stop’ indication and the points are set for a route to which the signal does not apply when it is cleared.
- On an ERTMS line the signaller has issued an MA for the movement.
GE/RT8000 Rule Book Amendments to ERTMS modules

Part B Amendments previously published

Amendment No 01/12 GE/RT8000 ERTMS S5 ERTMS Passing an end of authority (EOA) without a movement authority (MA)

The instructions for a driver to pass a passable block marker when unable to contact the signaller, shown in Part B sections 1 and 2 of module S5 ERTMS are no longer to be used. This amendment brings the ERTMS instructions in line with those for passing an automatic or semi-automatic signal under the driver’s authority for national application. (See also the instructions for module S5 Passing a signal at danger in AM Amendments module issue 13).

Amendment No 02/12 GE/RT8000 ERTMS S5 ERTMS Passing an end of authority (EOA) without a movement authority (MA)

As part of the New Approach to the Rule Book module TS1 has been completely reviewed and reissued. This has meant consequential changes to other modules. The instructions for Passing an End of Authority (EOA) without a movement authority (MA) in module S5 ERTMS Part C section 2 and the rules formerly contained in the ERTMS Amendments module for TS1 have been reviewed and where necessary transferred. Module S5 ERTMS Part C section 2 is superseded by the following:

2 Signaller’s actions

The person responsible: signaller

When a train has stopped after any of the following, the driver should contact you immediately:

- A train has been tripped.
- A train has passed an EOA without authority.
- Any other unauthorised movement has taken place.

You must make sure the driver is aware of the circumstances.

In the case of a train being tripped, you must carry out the instructions shown in module TW5 Preparation and movement of trains: defective or isolated vehicles and on-train equipment, but only if:

- you and the driver are sure the tripping was not caused by the train exceeding its movement authority, and
- the trip was not caused by a failure of the trackside equipment.

In this case, you do not need to carry out the rest of this instruction.

You must:

- get the driver’s answers to the questions on form RT3189 ERTMS Train trip or unauthorised movement
- complete the rest of the form
- report the incident and send the form electronically, or dictate it, to Operations Control.

You must not allow the train involved to proceed until authorised by Operations Control. However, you may allow the train to be moved to a more convenient place to complete the form as long as:

- the driver is prepared to make the movement
- the movement will not proceed beyond another RSP
you make sure the route is correctly set for the movement.

If the driver reports that the incident resulted from exceptional railhead conditions, you must also carry out the instructions in section 17 of module TW1 Preparation and movement of trains: General.

If you have any doubt about the correct working of any signalling equipment involved in the incident, you must treat it as defective and tell Operations Control.

You must also tell Operations Control about, and treat as defective, any points that may have been ‘run through’ during the incident, whether or not damage is obvious.

Amendment No 03/12 WITHDRAWN

Form RT3189 ERTMS can now be found on the RSSB Railway Group Standards (RGS) web site and will be provided by your employer.

Amendment No 04/12 Reproduction of section 3 of module S6 ERTMS, ERTMS Cab signalling for staff who do not receive this module

Key changes
This amendment was originally shown as Amendment 21/10 (which is now withdrawn). The explanation of ERTMS lineside signs and indicators are currently detailed in module S6 ERTMS ERTMS Cab signalling. Not all personnel are required to be issued with module S6 ERTMS (for example, infrastructure maintenance staff). The signs and indicators have therefore, been reproduced here for those staff who are not in receipt of S6 ERTMS but still need to understand what the signs and indicators mean. The following is a summary of the changes:

References to ‘subsidiary signal’ have been replaced with the correct “position-light signal”.

The wording in Figure 1 (central figure) has been changed from ‘Top side’ to ‘Above’ which is a more accurate description.

The wording in section 3.1 regarding the positioning of block markers has been slightly amended to reflect a more accurate description.

The wording in section 3.2 has also been simplified for consistency purposes.

The reference to passable block markers and their description has been removed. This brings the module in line with the removal of the instructions for passing a passable block marker under the driver’s authority as shown in module S5 ERTMS see Amendment No 01/12.

All block markers should now be treated as being controlled, that is, non-passable.

Lineside signs on ERTMS lines

The persons responsible, all those concerned

3.1 Block markers

A block marker consists of a reflective square sign showing a yellow arrow on a blue background. The apex of the arrow points to the line to which the marker applies (see Figure 1).

Each block marker is provided with a unique identification plate, consisting of white characters on a black background.
Block markers are provided with a plate showing just the block marker number in white on a black background.

Example of a block marker identification plate
3.2 Typical layout of block markers

The diagram below shows a typical track layout of block markers.

![Typical layout of block markers](image)

3.3 Shunt entry boards

Shunt entry boards are used when shunting movements are being made at caution. The driver must be prepared to stop short of any train, vehicle or obstruction.

The shunt entry board indicates to the driver when the train is clear of infrastructure that would otherwise be locked by the presence of the train.

Shunt entry boards also mark the entry of a shunt route on ERTMS cab signalled lines where lineside signals are not provided.

Shunt entry boards are required to support shunting movements, irrespective of the technical mode of supervision.

Shunt entry boards consist of a reflective board showing a white chevron on a violet background. The tip of the chevron points towards the line to which the shunt entry board applies.

The identity of a shunt entry board is shown on an identification plate in white characters on a black background.

![Shunt entry board](image)
You must not commence a shunting movement in shunt mode past a shunt entry board until authorised by the signaller.

Typical block marker and shunt entry board at locations on a single line passing loop

### 3.4 Position-light signals

Position-light signals are located on certain block markers and stop boards to cater for the following situations:

- Locally controlled infrastructure - the train is in SH mode and has to pass over locally controlled infrastructure before obtaining a movement authority.
- Start of mission - the train is in SR mode because it does not have a valid position.

Where a position-light signal is located and is displaying two white lights, you may proceed in SR mode without a written authority or if in SH mode, you can proceed in SH mode.

Typical position-light signal arrangement where there is a route from a siding onto a running line and a route from a siding along the siding

Stop board – position-light signal not displayed

You may only pass a stop board with a position-light signal not displayed with the authority of the signaller or shunter.
Stop board - position-light signal not displayed
Stop board – position-light signal displayed

When a position-light signal is displayed with a stop board you may proceed at caution towards the next block marker, shunt entry board or buffer stops. The line ahead may be occupied, you must be prepared to stop short of any train, vehicle or obstruction.
3.5 Route Indications

Where a position-light signal is provided because there is more than one route from that signal, in certain circumstances where route information is useful to the driver, a route indicator may be provided.

Miniature Alphanumeric Route Indicator

Route indicators, where provided, are usually mounted to the left of the position-light signal.
Key changes
The explanation of ERTMS lineside signs and indicators are currently detailed in module S6 ERTMS ERTMS Cab signalling.
References to 'subsidiary signal' have been replaced with the correct "position-light signal" (previously shown in Amendment No 16/10).
The wording in Figure 1 (central figure) has been changed from 'Top side' to 'Above' which is a more accurate description (previously shown in Amendment No 22/11).
The wording in section 3.1 regarding the positioning of block markers has been slightly amended to reflect a more accurate description (previously shown in Amendment No 22/11).
The wording in section 3.2 has also been simplified for consistency purposes.
The reference to passable block markers and their description has been removed. This brings the module in line with the removal of the instructions for passing a passable block marker under the driver's authority as shown in module S5 ERTMS see Amendment No 01/12.
All block markers should now be treated as being controlled, that is non-passable.

Lineside signs on ERTMS lines

The persons responsible, all those concerned

3.1 Block markers

A block marker consists of a reflective square sign showing a yellow arrow on a blue background. The apex of the arrow points to the line to which the marker applies (see Figure 1).

Each block marker is provided with a unique identification plate, consisting of white characters on a black background.

Figure 1 Placement of block markers
Block markers are provided with a plate showing just the block marker number in white on a black background.

Example of a block marker identification plate

3.2 Typical layout of block markers
The diagram below shows a typical layout of block markers.

Typical layout of block markers

3.3 Shunt entry boards
Shunt entry boards are used when shunting movements are being made at caution. The driver must be prepared to stop short of any train, vehicle or obstruction.

The shunt entry board indicates to the driver when the train is clear of infrastructure that would otherwise be locked by the presence of the train.

Shunt entry boards also mark the entry of a shunt route on ERTMS cab signalled lines where lineside signals are not provided.

Shunt entry boards are required to support shunting movements, irrespective of the technical mode of supervision.

Shunt entry boards consist of a reflective board showing a white chevron on a violet background. The tip of the chevron points towards the line to which the shunt entry board applies.
The identity of a shunt entry board is shown on an identification plate in white characters on a black background.

Shunt entry board

You must not commence a shunting movement in shunt mode past a shunt entry board until authorised by the signaller.

Typical block marker and shunt entry board at locations on a single line passing loop

3.4 Position-light signals

Position-light signals are located on certain block markers and stop boards to cater for the following situations:

- Locally controlled infrastructure - the train is in SH mode and has to pass over locally controlled infrastructure before obtaining a movement authority.

- Start of mission - the train is in SR mode because it does not have a valid position.

Where a position-light signal is located and is displaying two white lights, you may proceed in SR mode without a written authority or if in SH mode, you can proceed in SH mode.
Typical position-light signal arrangement
where there is a route from a siding onto a running line
and a route from a siding along the siding

Stop board – position-light signal not displayed
You may only pass a stop board with a position-light signal not displayed with
the authority of the signaller or shunter.

Stop board - position-light signal not displayed
Stop board – position-light signal displayed

When a position-light signal is displayed with a stop board you may proceed at caution towards the next block marker, shunt entry board or buffer stops. The line ahead may be occupied, you must be prepared to stop short of any train, vehicle or obstruction.

Stop board - position-light signal displayed
3.5 Route Indications

Where a position-light signal is provided because there is more than one route from that signal, in certain circumstances where route information is useful to the driver, a route indicator may be provided.

Miniature Alphanumeric Route Indicator

Route indicators, where provided, are usually mounted to the left of the position-light signal.
GE/RT8000 Rule Book Amendments to ERTMS modules

**Amendment No 06/12 WITHDRAWN**

The content of this amendment will be published in a new publication module TS1 ERTMS General signalling regulations ERTMS which will come into force on 1 June 2013.

**Amendment No 07/12 WITHDRAWN**

Form RT3180 ERTMS can now be found on the RSSB Railway Group Standards (RGS) web site and will be provided by your employer.

**Amendment No 08/12 WITHDRAWN**

The content of this amendment will be published in issue 2 of TS10 ERTMS, ERTMS Level 2 train signalling regulations which will come into force on 1 June 2013.

**Amendment No 16/11 WITHDRAWN**

The content of this amendment will be published in a new publication module M1 ERTMS Dealing with a train accident or train evacuation on ERTMS lines which will come into force on 1 June 2013.

**Amendment No 17/11 WITHDRAWN**

The content of this amendment will be published in a new publication module M2 ERTMS Train stopped by train failure on ERTMS lines which will come into force on 1 June 2013.

**Amendment No 18/11 WITHDRAWN**

The content of this amendment will be published in a new publication module M3 ERTMS Managing incidents floods and snow on ERTMS lines which will come into force on 1 June 2013.

**Amendment No 19/11 WITHDRAWN**

The content of this amendment will be published in issue 2 module P2 ERTMS Working of single and bi-directional ERTMS line lines which will come into force on 1 June 2013.
Amendment No 20/11 Forms used in GE/RT8000 ERTMS P2 ERTMS Working single and bi-directional ERTMS lines by pilotman

Forms RT3155 ERTMS and RT3156 ERTMS can now be found on the RSSB Railway Group Standards (RGS) web site and will be provided by your employer. Written Order No 5 shown below should however, should still be used. (Please also note this version of Written Order No 5 also supersedes that which is shown in Amendment 15/10 of this document).

Written Order No 5

![Written Order No 5](image-url)
GE/RT8000 Rule Book Amendments to ERTMS modules

Amendment No 21/11 WITHDRAWN

This amendment has been withdrawn. See Amendment 04/12 of this document.

Amendment No 22/11 WITHDRAWN

This amendment has been withdrawn. See Amendment 05/12 of this document.

Amendment No 23/11 GE/RT8000 T1 B Movement of trains during failure of, or when working on, signalling equipment

Key changes

As part of the New Approach to the rule book, module P2 ERTMS has been completely reviewed and reissued (see amendment 19/11 of this document). This has meant consequential changes to other modules.

The arrangements for modified working are now shown completely in module P2 ERTMS section 7 and the rules formerly contained in module T1B have been reviewed and where necessary, transferred to that module.

Module T1B section 21 as shown in amendment 17/10 of this document has been deleted.

Amendment No 24/11 WITHDRAWN

The content of this amendment will be published in new publication TW7 Wrong-direction movements on ERTMS lines which will come into force on 1 June 2013.

Amendment No 08/11 GE/RT8000 module S5 ERTMS Passing an end of authority (EOA) without a movement authority (MA)

Key changes

This amendment has been written as a consequential change following the removal of module T2 ERTMS. The reference to module T2 ERTMS has been deleted and new wording makes reference to line blockage as described in module TS1 General signalling regulations, regulation 13.2.

Section 1.1 circumstance 6 should read as follows:

6 A train is to pass the EOA protecting engineering work under the requirements of module TS1 General signalling regulations, regulation 13.2 to gain access to:

- a station where the train is required to start back
- a line under single line working
- a siding.

Amendment No 09/11 GE/RT8000 ERTMS AM module T1A Work on signalling equipment section 1.2

Key changes

The amendments in the ERTMS Amendments module for section 1.2 of module T1A (pages 74 and 75) are withdrawn. There are now no differences between these instructions and those published in the AM Amendments module issue 13.
Amendment No 10/11 GE/RT8000 ERTMS AM module T1A Work on signalling equipment section 1.4

**Key changes**
The amendments in the ERTMS Amendments module for section 1.4 of module T1A (pages 78 and 79) are withdrawn. There are now no differences between these instructions and those published in the AM Amendments module issue 13.

Amendment No 11/11 WITHDRAWN
The content of this amendment will be published in new publication TS9 *Level crossings-signallers’ instructions ERTMS* which will come into force on 1 June 2013.

Amendment No 12/11 WITHDRAWN
The content of this amendment will be published in issue 2 of module TW8 ERTMS *Level crossings on ERTMS lines* which will come into force on 1 June 2013.

Amendment No 13/11 WITHDRAWN
The content of this amendment has been withdrawn and will be published in a new publication handbook HB 18 *ERTMS Duties of a level crossing attendant on ERTMS lines* which will come into force on 1 June 2013. Amendment No 14/11 GE/RT8000 HB 1 General duties and track safety for track workers.

Amendment No 14/11 GE/RT8000 HB 1 General duties and track safety for track workers

**Key changes**
Handbook 1 *General duties and track safety for track workers* has been reissued (issue 2) in line with the 12 monthly review of the new approach. There are no new ERTMS amendments in this handbook but amendment 03/10 of this document applies to issue 2.

Amendment No 15/11 GE/RT8000 HB 3 Duties of the lookout and site warden

**Key changes**
Handbook 3 *Duties of the lookout and site warden* has been reissued (issue 2) in line with the 12 monthly review of the new approach. There are no new ERTMS amendments in this handbook but amendment 08/10 of this document applies to issue 2.

Amendment No 01/11 WITHDRAWN
The content of this amendment will be published in module T3 ERTMS *Possession of an ERTMS running line for engineering work* issue 2 which will come into force on 1 June 2013.

Amendment No 02/11 WITHDRAWN
The content of this amendment has been withdrawn. The instructions from the module T11 ERTMS *Movement of engineering trains and on-track plant under T3 ERTMS arrangements* is now discontinued and the module will be withdrawn completely. The instructions can now be found in issue 2 of T3 ERTMS *Possession of an ERTMS running line for engineering work* which will be come into force on 1 June 2013.
GE/RT8000 Rule Book Amendments to ERTMS modules

Amendment No 03/11 WITHDRAWN
The content of this amendment will be published in a new publication Handbook HB11 ERTMS Duties of the person in charge of the possession (PICOP) on ERTMS lines which will come into force on 1 June 2013.

Amendment No 04/11 WITHDRAWN
The content of this amendment will be published in a new publication Handbook 12 ERTMS Duties of the engineering supervisor (ES) on ERTMS lines which will come into force on 1 June 2013.

Amendment No 05/11 GE/RT8000 ERTMS AM module T9 Loading and unloading rail vehicles during engineering work

Key changes
As part of the New Approach to the Rule Book module T9 Loading and unloading rail vehicles during engineering work is discontinued and as a consequence the ERTMS amendments in the ERTMS AM module for T9 are also discontinued. All instructions regarding loading and unloading engineering vehicles for the person in charge have been re-written and are shown in handbook HB14 ERTMS Duties of the person in charge of loading and unloading rail vehicles during engineering work on ERTMS lines. Instructions for the shunter and driver have been transferred to module SS2 Shunting.

Amendment No 06/11 WITHDRAWN
The content of this amendment will be published in a new publication Handbook HB15 ERTMS Duties of the machine controller (MC) and on-track plant operator on ERTMS lines which will come into force on 1 June 2013.

Amendment No 07/11 GE/RT8000 ERTMS AM module: TW1 Preparation and movement of trains General

Key changes
As part of national rule book changes, module TW1 Preparation and movement of trains – General section 16.1 has been updated so that drivers have visibility of the requirement for a maximum speed of 20 mph (30 km/h) when using a train to examine the line for a suspected track defect. This amendment was published in the Periodical Operating Notice 07/10.

As a consequence the instructions in section 16.1 of the ERTMS AM module for TW1 section 16.1 have been amended to read as follows.

16.1 How to carry out an examination of the line

If instructed by the signaller to examine the line, you must:

- reach a clear understanding with the signaller about what is required
- if instructed to do so by the signaller, pass the signal at danger as shown in the instructions in module S5 Passing a signal at danger or, on an ERTMS line, pass the block marker as shown in the instructions in module S5 ERTMS Passing an EOA without an MA
- proceed over the affected portion of the line at caution being prepared to stop short of any obstruction
- carry out any other instructions given to you by the signaller.
You must always be able to stop within the distance you can see to be clear on the line ahead.

If the signaller has told you that the examination of the line is because of a suspected track defect, you must not exceed 20 mph (30 km/h) over the affected portion of line.

If the affected portion of line is within a tunnel, you must proceed through the tunnel at a speed not exceeding 10 mph (15 km/h), and be prepared to stop short of any obstruction.

After passing over the affected portion of the line, you must tell the signaller:

- whether the line is clear or not, and
- any other information that the signaller needs to know.

**Amendment No 22/10 WITHDRAWN**

The content of this amendment has been withdrawn. The instructions from issue 1 of T2 ERTMS Protecting engineering work or a hand trolley on an ERTMS line not under possession is now discontinued and the module will be withdrawn completely. All signaller instructions are shown in module TS1 General signalling regulation 13 (see Amendment 06/12 of this document). Instructions directly relating to the IWA, COSS and PC have been published in a new publication Handbook HB8 ERTMS IWA, COSS or PC blocking an ERTMS line which will come into force on 1 June 2013.

**Amendment No 23/10 WITHDRAWN**

The content of this amendment has been withdrawn. The instructions from issue 1 of the ERTMS AM module for T12 Protecting personnel carrying out activities on the line that do not affect the safety of the line is now discontinued. All signaller instructions are shown in module TS1 General signalling regulation 13 (see Amendment 06/12 of this document). Instructions directly relating to the IWA, COSS and PC have been published in a new publication Handbook HB8 ERTMS IWA, COSS or PC blocking an ERTMS line which will come into force on 1 June 2013.

**Amendment No 24/10 WITHDRAWN**

This amendment has been superseded by Amendment No 06/12.

**Amendment No 25/10 WITHDRAWN**

This amendment has been superseded by Amendment No 07/12.

**Amendment No 26/10 WITHDRAWN**

This amendment has been withdrawn from 4th December 2010 as a consequence of the discontinuation of module T7 Safe systems of work when walking or working on or near the line.

**Amendment No 27/10 WITHDRAWN**

The content of this amendment will be published in a new publication Handbook HB8 ERTMS IWA, COSS or PC blocking an ERTMS line, which will come into force on 1 June 2013.

**Amendment No 28/10 WITHDRAWN**

Form RT3180 ERTMS can now be found on the RSSB Railway Group Standards (RGS) web site and will be provided by the employer.
GE/RT8000 Rule Book Amendments to ERTMS modules

Amendment No 29/10 WITHDRAWN
The content of this amendment will be published in a new publication Handbook HB9 ERTMS IWA or COSS setting up safe systems of work within ERTMS possessions which will come into force on 1 June 2013.

Amendment No 30/10 GE/RT8000 ERTMS AM module amendments to module T1A

Key changes
With the withdrawal of module T2 ERTMS from 4th December 2010, the cross references to this module have been amended accordingly

1.2 When the instructions in this module apply
The instructions in this module apply during any of the following situations:

- A failure of the signalling equipment (see section 2).
- Work on signalling equipment that does not affect the normal passage of trains (see section 3).
- Work on signalling equipment that does affect the normal passage of trains (see section 4).
- Work on signalling equipment when the line is under possession (see section 5).
- When a release of signalling controls is required (see section 6).

The instructions in this module do not apply to work on signalling equipment when all the following limitations are met. The work:

- will not affect the normal passage of trains, and
- does not need the signaller’s co-operation, and
- will not affect the normal operation of the signalling equipment.

The instructions in this module do not apply when signalling equipment is to be disconnected for protection arrangements as shown in module TS1 regulation 13.2.4.

The instructions in this module do not provide any personal protection. If work is to be carried out on or near the line, a safe system of work must first be set up.

1.4 When Form RT3187 ‘Signal Engineering Work’ must be used
You must both use Form RT3187 when signalling equipment will be taken out of use, disconnected or restricted under the following circumstances:

- trains, other than engineering trains in a possession, are required to pass through the affected area
- signalling equipment is to be taken out of operational use for a period of time.

Form RT3187 is not needed during work on a failure of signalling equipment unless a disconnection has been made and it is not possible to complete the work before trains have to pass.

You do not need to use Form RT3187 if all the signalling equipment affected is within the area that is under line blockage protection or is within a T3 or T3 ERTMS or T4 possession and it is planned to restore the equipment to normal use before the line blockage protection (as shown in TS1 regulation 13.2), T3 or T3 ERTMS or T4 is given up. You must record the details of all equipment affected in the Train Register.
However, if the line blockage protection (as shown in TS1 regulation 13.2), T3 or T3 ERTMS or T4 will be given up and any signalling equipment will remain disconnected or restricted, you must both fill in Form RT3187 before the line blockage protection (as shown in TS1 regulation 13.2), T3 or T3 ERTMS or T4 is given up.

Amendment No 31/10 WITHDRAWN

The content of this amendment will be published in a new publication Handbook HB15 ERTMS *Duties of the machine controller (MC) and on-track plant operator on ERTMS lines*, which will come into force on 1 June 2013.

Amendment No 32/10 GE/RT8000 Handbooks. Speed measurement on ERTMS lines

Key changes

ERTMS measures speed in kilometres per hour (km/h) the Handbooks presently only refers to speed in miles per hour (mph). To convert from miles per hour to kilometres per hour use Table A. To convert from kilometres per hour to miles per hour use Table B.

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GE/RT8000 Rule Book Amendments to ERTMS modules

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GE/RT8000 Rule Book Amendments to ERTMS modules

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Table B
Kilometres per hour to miles per hour

**Amendment No 33/10 WITHDRAWN**
This amendment has been withdrawn following the reissue of GE/RT8000 ERTMS module T3 Possession of an ERTMS line for engineering work. See Amendment 01/11.

**Amendment No 34/10 WITHDRAWN**
This amendment has been withdrawn following the reissue of GE/RT8000 ERTMS module T3 Possession of an ERTMS line for engineering work. See Amendment 01/11.

**Amendment No 01/10 WITHDRAWN**
The content of this amendment has been withdrawn. The instructions from issue 1 of the ERTMS AM module for G1 General safety responsibilities are now discontinued. The instructions have been transferred to a new module G1 ERTMS General safety responsibilities and personal track safety responsibilities for non-track workers on ERTMS lines which will come into force on 1 June 2013.

**Amendment No 02/10 WITHDRAWN**
This amendment has been withdrawn following the reissue of GE/RT8000 ERTMS module P2 ERTMS Working of single and bi-directional lines by pilotman. See Amendment 19/11.

**Amendment No 03/10 GE/RT8000 AM module: Withdrawal of module G2 Personal safety when walking on or near the line, or when on the lineside (issue 1)**

<table>
<thead>
<tr>
<th>Key changes</th>
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<tbody>
<tr>
<td>Module G2 Personal safety when walking on or near the line, or when on the lineside (issue 1) is discontinued from 5 June 2010.</td>
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<tr>
<td>Rules that are to remain are shown in one or more of the following, the new module G1, handbook 1, 2, 3, 4 or 5.</td>
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<tr>
<td>Wherever speed in miles per hour is shown in these documents the following applies.</td>
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Throughout these publications there are references to speeds in miles per hour. For ERTMS, lines speeds will be in kilometres per hour. To avoid the need to make extensive, minor
Amendment No 04/10 GE/RT8000 ERTMS AM module: T1 B Movements of trains during failure of, or when working on, signalling equipment

Key changes
As part of the New Approach, Rule Book module T1 B Movements of trains during failure of, signalling equipment has been reissued for 5 June 2010 (issue 3).

The amendments in module AM ERTMS to module T1 B (pages 84-101 inclusive) were originally to issue 2 and now apply to issue 3.

Amendment No 05/10 GE/RT8000 ERTMS: T1 B Movements of trains during failure of, or when working on, signalling equipment

Key changes
Module T5 Operating power operated points by hand is discontinued from 5 June 2010, and as a consequence the instructions in module AM ERTMS for T5 are also withdrawn.

The instructions from module T5 have been transferred to module T1 B and handbook HB4ERTMS Duties of a points operator and route-setting agent -moving and securing points by hand on ERTMS lines.

The ERTMS amendments to section 11 of module T1B issue 3 are shown below. There are no other changes to this section.

11 When trains are to pass over defective points

11.1 If you suspect that points have been run through

If you suspect points have been run through, you must not allow any movement to pass over the points in the facing direction until the signalling technician has examined them and tells you:

- the points have not been damaged, or
- they are damaged but can be used when secured.

If the points are found to be damaged, you must not allow any movement to pass over the points in the facing direction until:

- the points have been secured, and
- the movement can be made safely.

If the points are mechanically operated, you must also:

- keep the protecting signal at danger or on an ERTMS line close the route
- use a reminder appliance on the protecting signal or route setting position
- carry out the appropriate instructions in module S5 Passing a signal at danger or on an ERTMS line S5 ERTMS Passing an End of Authority (EOA) without a Movement Authority (MA).
You must carry out this instruction even if you have the correct detection

11.7 Procedure for a simple failure
If the points need to be operated by hand, you must follow this procedure in the order set out on each occasion, no matter how many times that might be.
You must:

- reach a clear understanding with the points operator about what is to be done
- use the route list (if provided)
- tell the points operator which point ends need to be set or secured (or both) and in what position (normal or reverse)
- tell the points operator which route is to be set or secured (or both), for example Down Fast to down Slow
- tell the points operator to operate the points by hand.

When the points operator has told you the route has been set, you must:

- if you can, operate the lever to match the position the points have been set in, and
- if you have detection, clear the protecting signal, or on an ERTMS line issue an MA.

If you cannot get detection on one or more sets of points, you must instruct the points operator to:

- secure only these facing points with a clip and scotch
- secure only these trailing points with a scotch
- tell you when this has been done.

11.8 Procedure for a complex failure
If the points need to be operated by hand, you must follow this procedure in the order set out on each occasion, no matter how many times that might be.
You must reach a clear understanding with the route-setting agent about what is to be done and then using the route list (where provided) tell the route-setting agent:

- the identification number of the points that need to be set
- which point ends are involved, if there is more than one
- the position (normal or reverse) they need to be set in
- the route that is to be set, for example Up Fast to Up Slow.

The route-setting agent will record these details on a point-setting form and read them back to you.

When you are sure that the route-setting agent has filled in the form correctly you must:

- tell the route-setting agent to operate the points by hand
- keep the points in the required position
- get the route-setting agent’s assurance that this has been done.

When the route-setting agent has told you the route has been set you must:
• if you can, operate the lever to match the position the points have been set in, and
• if you have detection, clear the protecting signal or on an ERTMS line issue an MA.

If you cannot get detection on one or more sets of points, you must instruct the route-setting agent to:
• secure only these facing points with a clip and scotch
• secure only these trailing points with a scotch
• tell you when this has been done.

11.9 Passing a signal at danger or on an ERTMS line passing an EOA without an MA during a failure of power-operated points

If you cannot get detection and it is necessary for signals to be passed at danger, you must carry out the instructions in module S5 Passing a signal at danger.

If you cannot get detection on an ERTMS line and it is necessary to pass an EOA without an MA, you must carry out the instructions in module S5 ERTMS Passing an EOA without an MA.

To reduce the risk of a conflicting movement or derailment caused by the points being set incorrectly, before authorising the first train to pass a signal at danger that protects the defective points or on an ERTMS line pass an EOA without an MA, you must first stop any train on a line which could become obstructed.

When the first train has passed safely over the defective points, you can allow trains to run without restriction over the other lines as long as the position of the points in the affected route are not changed.

Amendment No 06/10 GE/RT8000 ERTMS AM module: T1 B Movements of trains during failure of, or when working on, signalling equipment

Key changes
As part of the New Approach, Rule Book module T1B Movements of trains during failure of, signalling equipment has been reissued for 3 June 2010 (issue 3).

As a consequence, the following are amendments to T1B in module AM ERTMS.

Note: Sections 13.3 and 13.4 were not originally amended in module AM ERTMS.

13 Track circuit failing to clear after the passage of a train

13.2 On a double line

You may authorise the driver of each train to pass over the affected track circuit as shown in Part A of module S5 Passing a signal at danger or on ERTMS lines module S5 ERTMS Passing an End of Authority (EOA) without a Movement Authority (MA), as long as one of the following applies:
• You can make sure the portion of line concerned is clear after the passage of each train.
• A competent person has been appointed to report the train has passed complete with tail lamp.
You have seen the previous train occupy and clear the track circuit ahead of the signal or RSP on an ERTMS line beyond the affected portion of line.

On a track circuit block line, where the track circuit concerned is between two signal boxes, you have introduced working as shown in regulation 3.5 of module TS2 Track circuit block regulations.

On an ERTMS line, where the track circuit concerned is between two signal boxes, you have introduced working as shown in regulation 3.5 of module TS10 ERTMS level 2 signalling regulations.

Where the track circuit is associated with an intermediate block section, the train must have been accepted by the next signal box before you allow the train to pass the section signal.

13.3 On a single line

You must introduce working by pilotman as shown in module P2 Working single lines and bi-directional lines by pilotman or on an ERTMS line P2 ERTMS Working single and bi-directional ERTMS lines by pilotman.

It is not necessary to introduce working by pilotman where:

• it is authorised in the Signal Box Special Instructions, or

• the line is worked by a token and the driver has the token.

You may authorise the driver of each train to pass over the affected track circuit as shown in Part A of module S5 Passing a signal at danger, or on an ERTMS line S5 ERTMS Passing an End of Authority (EOA) without a Movement Authority (MA) as long as one of the following applies:

• You can make sure the single line is clear after the passage of each train.

• If you cannot make sure that each train leaving the single line is complete with tail lamp, the pilotman accompanies every train.

On a track circuit block single line where two signal boxes are involved, you must also introduce working as shown in regulation 3.5 of module TS2 Track circuit block regulations.

On an ERTMS single line where two signal boxes are involved, you must also introduce working as shown in regulation 3.5 of TS10 ERTMS level 2 train signalling regulations.

Where there is no communication between signal boxes

Where there is no communication between the signal boxes concerned, you must tell the pilotman who must then accompany every train.

13.4 On a bi-directional line

You may authorise the driver of each train to pass over the affected track circuit as shown in Part A of module S5 Passing a signal at danger, or on an ERTMS line S5 ERTMS passing an EOA without an MA, as long as one of the following applies:

• You allow trains to only work in one direction and you carry out the instructions in 13.2.

• If trains are to pass in either direction you carry out the instructions in 13.3.
GE/RT8000 Rule Book Amendments to ERTMS modules

Amendment No 07/10 GE/RT8000 ERTMS AM module: Withdrawal of Rule Book module T5 Operating power operated points by hand

Key changes
As part of the New Approach module T5 Operating power operated points by hand is discontinued from 3 June 2010. The instructions in module AM ERTMS are also discontinued.
The ERTMS amendments to module T1 B issue 3 are shown in amendment number 05/10 above.

Amendment No 08/10 GE/RT8000 ERTMS AM module: Withdrawal of Rule Book module T6 Walking as a group and working on or near the line

Key changes
As part of the New Approach module T6 Walking as a group and working on or near the line is discontinued from 3 June 2010. Rules that are to remain are shown in handbook 1, other than lookout and site warden instructions, which are shown in handbook 3 (see Rule Briefing Leaflet June 2010). The wording below is for briefing purposes.

Throughout these publications there are references to speeds in miles per hour. For ERTMS lines speeds will be in kilometres per hour. To avoid the need to make extensive, minor amendments for all relevant speeds, users are referred to the Speed measurement table in Part A of module AM ERTMS.

Amendment No 09/10 WITHDRAWN
This amendment has been superseded by Amendment No 06/12.

Amendment No 10/10 WITHDRAWN
This amendment has been superseded by Amendment No 03/12.

Amendment No 11/10 WITHDRAWN
This amendment has been superseded by Amendment No 11/11.

Amendment No 12/10-WITHDRAWN
This amendment has been superseded by Amendment No 19/11.

Amendment No 13/10 WITHDRAWN
This amendment has been superseded by Amendment No 19/11.
### Amendment No 14/10 June 2010 GE/RT8000 ERTMS S6 ERTMS Cab signalling

**Key changes**

There are typographical errors in section 4.3 DMI display - movement authorities, sub headings 'On Sight Received in Transit' and On Sight received at 'start of mission. There are no other amendments to section 4.

<table>
<thead>
<tr>
<th>On Sight Received in transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>When you receive On Sight in transit the following will occur:</td>
</tr>
<tr>
<td>- The train will automatically be supervised down to the ceiling speed.</td>
</tr>
<tr>
<td>- Warning of an approaching On Sight mode will be displayed to you, which you must acknowledge.</td>
</tr>
<tr>
<td>A brake intervention will be caused if you fail to acknowledge the warning.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>On Sight Received at “Start of mission”</th>
</tr>
</thead>
<tbody>
<tr>
<td>When you select “Start” – (assuming the train has a valid position) On Sight mode will be displayed to you, which you must acknowledge.</td>
</tr>
<tr>
<td>A brake intervention will be caused if you fail to acknowledge the On Sight mode.</td>
</tr>
</tbody>
</table>

### Amendment No 15/10 June 2010 GE/RT8000 ERTMS S6 ERTMS Cab signalling

**Key changes**

The Written orders in section 11 of module S6 ERTMS, *ERTMS Cab signalling* have been modified to include references to mileage. Note: Written Order No 5 has been also been amended to reflect the changes to form RT3177 (Modified Working Arrangements Driver’s Ticket) so that the reminder to drivers not to exceed 25km/h over any points has been added. (See also page 47 of AM module No10.)
PERMISSION TO START IN SR OR TO PASS AN EOA

<table>
<thead>
<tr>
<th>Driver of Train Number</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>day / month / year</td>
<td>hh : mm</td>
</tr>
</tbody>
</table>

1. [ ] Is allowed to start in SR after awakening
   OR

2. [ ] Is allowed to pass block marker number
   OR

3. [ ] Is allowed to proceed without an MA where there is no block marker

4. [ ] Is to examine the line for the following reason
   and report findings from (km / miles / Block Marker number) to signaller at (km / miles / Block Marker number)
   Name of Signal Box

Run at maximum speed of
- km/h from... to...
- km/h from... to...
- km/h from... to...

Additional instructions:

Authority No

Drivers - this form must be handled in accordance with your company instructions.

Cross out non-valid text in brackets. Only entries with check boxes apply. Fill in the blanks on the dotted lines.
PERMISSION TO PROCEED AFTER TRAIN TRIP

Signal Box: ...........................................

Date: .../.../... Time: ........:....

Driver of Train Number: □ □ □ □ at: ......................... on: .....................

(km / miles / Block Marker number) (line / platform line)

1 □ Is allowed to proceed without an MA
2 □ Is to examine the line for the following reason: ...........................................................

and report findings from: ........................................ to signaller at: .................................

(km / miles / Block Marker number) Name of Signal Box

Run at maximum speed of: .................. km/h from: ................ to: ................

(km / miles / Block Marker number) (km / miles / Block Marker number)

and: .................. km/h from: ................ to: ................

(km / miles / Block Marker number) (km / miles / Block Marker number)

and: .................. km/h from: ................ to: ................

(km / miles / Block Marker number) (km / miles / Block Marker number)

Additional instructions: ...........................................................

Drivers - this form must be handled in accordance with your company instructions

Cross out non-valid text in brackets. Only entries with boxes apply. Fill in the blanks on the dotted lines.
### INSTRUCTION TO RUN AT CAUTION

**Signal Box:**

**Date:**

**Time:**

**Driver of Train Number:**

- [ ] is to proceed at caution from 
  - (km / miles / Block Marker number)
  - (line / platform line)

- [ ] is to examine the line for the following reason:
  - and report findings from
  - (km / miles / Block Marker number)

- [ ] is to approach level crossing at caution and not pass
  - over it unless safe to do so, and report findings to the signaller

**Run at maximum speed of:**

- [ ] km/h from 
  - (km / miles / Block Marker number)
  - (km / miles / Block Marker number)

- [ ] km/h from 
  - (km / miles / Block Marker number)
  - (km / miles / Block Marker number)

**Additional instructions:**

**Authority No:**

- [ ] Drivers - this form must be handled in accordance with
  - your company instructions

*Cross out non-valid text in brackets. Only entries with boxes apply. Fill in the blanks on the dotted lines.*
GE/RT8000 Rule Book Amendments to ERTMS modules

Uncontrolled When Printed

Written Order 05
January 2010

PERMISSION TO PROCEED UNDER MODIFIED WORKING ARRANGEMENTS ON SINGLE AND BI-DIRECTIONAL LINES

Failure or disconnection of Signalling Equipment
(Written orders referred to in Rule Book Modules P2 ERTMS and T16)

Signal Box ……………………………… Date …../…../…... Time…………………………

…………………………………….. km / miles / Block Marker number) (line / platform line)

Driver of Train Number □ □ □ □ at. ………………… on ……………………………

1 □ Is allowed to pass Block Marker number…………………………………. 

2 □ Is authorised to proceed as far as ……………………………………. in accordance with the instructions shown in Rule Book Module P2 Working on single and bi-directional ERTMS lines by Pilotman and in the Sectional Appendix

3 □ Approach at caution and check that it is safe to pass over level crossings at……………………………….

4 □ Is to examine the line for the following reason……………………………

and report findings from ……………………………………………………. to signaller at……………………………….

………………………. km / miles / Block Marker number) (km / miles / Block Marker number) (km / miles / Block Marker number)

Run at maximum speed of ……………… km/h from …………………………… to ……………………………

………………………… km/h from …………………………… to ……………………………

………………………… km/h from …………………………… to ……………………………

Not to exceed 25 km/h over any points, switch diamonds or swing-nose crossings.

Additional instructions: ………………………………………………. ………………………………………………..

……………………………………………. ……………………………………………..

On arrival at the end of the modified working arrangements section, cancel this Written Order by writing the word ‘CANCELLED’ across it

Authority No …………………………… Drivers - this form must be handled in accordance with your company Instructions

Cross out non-valid text in brackets. Only entries with □ boxes apply. Fill in the blanks on the dotted lines.
Amendment No 16/10 WITHDRAWN
This amendment has been superseded by Amendment No 05/12.

Amendment No 17/10 WITHDRAWN
This amendment has been superseded by Amendment No 23/11.

Amendment No 18/10 WITHDRAWN
This amendment has been superseded by Amendment No 01/11.

Amendment No 19/10 WITHDRAWN
This amendment has been withdrawn from 4th December 2010 as a consequence of the discontinuation of module T7 Safe systems of work when walking or working on or near the line.

Amendment No 20/10 WITHDRAWN
This amendment has been superseded by Amendment No 12/11

Amendment No 21/10 WITHDRAWN
This amendment has been superseded by Amendment No 04/12.