





























# Module TS9

existing section / clause number	existing text	Responsibility indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training & Assessment	legislation	remove / delete	Remarks
	If there is a sealed release that allows you to raise the barriers when a track circuit controlling the barriers fails or is occupied by a failed train, you must make sure, before you operate the release, that: <ul style="list-style-type: none"> <li>• the protecting signals are at danger</li> <li>• the signal levers are in the normal position</li> <li>• any approaching train has passed clear of the crossing</li> <li>• if a failed train is occupying the track circuit, you get the driver's assurance that no further movement will be made unless you authorise it</li> <li>• the auto-raise switch, if provided, is in the 'manual' position</li> </ul>		✓							TS9 2.6 and TS1 3.8 including proposed addition
<b>3.8</b>	<b>Failure of equipment - RC and CCTV crossings</b>									
<b>3.8.1</b>	<b>Barrier alarm</b>									
	If a barrier is displaced or does not rise within the normal time, the barrier alarm will sound, and if this happens you must: <ul style="list-style-type: none"> <li>• immediately check the crossing</li> <li>• take whatever action is necessary</li> </ul>		✓							TS9 6.5.1
<b>3.8.2</b>	<b>Failure of the power supply</b>									
	If the main power supply fails and the failure is likely to last for an extended period: <ul style="list-style-type: none"> <li>• you must get the advice of the signalling technician</li> <li>• if necessary, send for an attendant</li> </ul>				✓					
<b>3.8.3</b>	<b>Failing to get a satisfactory view or picture of the crossing Includes AM8</b>									
<b>3.8.3.1</b>	If your view or picture of the crossing is unsatisfactory, you must send for the assistance of an attendant		✓							TS9 6.5.2.
<b>3.8.3.2</b>	Until the attendant arrives, you must authorise the driver of each train to pass the protecting signal at danger as shown in instruction 3.9 of this module.		✓							TS9 6.5.2.
	Where authorised in the Signal Box Special Instructions, you may until the attendant arrives, stop each train at the protecting signal and ask the driver to confirm that: <ul style="list-style-type: none"> <li>• the barriers are fully lowered</li> <li>• the crossing is clear.</li> </ul>				✓					Drivers instructions for this remain in TW8.
	If this confirmation is received from the driver, you may press the 'crossing clear' button, if provided, and clear the protecting signal over the crossing.				✓					Drivers instructions for this remain in TW8.



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3.8.6.1	Before you authorise any driver to pass the protecting signal at danger as shown in instruction 3.9 of this module, you must: <ul style="list-style-type: none"> <li>press the 'lower' button</li> <li>make sure the road signals indicator is lit</li> </ul>		✓							TS9 6.5.5.
3.8.6.2	If the road traffic signals are not working, you must not authorise any train to pass over the crossing until an attendant has taken up duty at the crossing		✓							TS9 6.5.5.
<b>3.9 Movement required to pass a protecting signal at danger</b>										
3.9.1	Before you authorise a driver to pass at danger a signal protecting the crossing, you must: <ul style="list-style-type: none"> <li>place or keep the auto-raise switch, if provided, in the 'manual' position and place a reminder appliance over the switch</li> <li>lower the barriers, if possible</li> <li>get confirmation, if possible, that the crossing is clear. (If it is, press the 'crossing-clear' button, if provided)</li> <li>instruct the driver to approach the crossing at caution and pass over it only if it is safe to do so</li> <li>carry out the appropriate requirements of Part A of module S5 Passing a signal at danger</li> </ul>		✓							TS9 6.6. Reference to S5 and use of reminder appliance removed see TS1 3.5.
3.9.2	You must keep the reminder appliance on the auto-raise switch: <ul style="list-style-type: none"> <li>for as long as the signal is required to be passed at danger, and</li> <li>during the passage of a train over the crossing on an unaffected line under clear signals</li> </ul>		✓							TS9 6.6. No longer refers to reminder appliance see TS1 3.5.
3.9.3	You must also keep a reminder appliance over the 'raise' button throughout this time, and remove the appliance only if you need to raise the barriers, after which you must immediately place it over the 'raise' button again		✓							TS1 3.5
<b>3.10 Wrong-direction movements over crossings other than RC or CCTV crossings</b>										
3.10.1	Before you authorise a driver to pass over a crossing in a direction for which there is no signal, you must: <ul style="list-style-type: none"> <li>carry out the appropriate requirements of module TW7 Wrong-direction movements</li> <li>make sure that the barriers are fully lowered and the crossing is clear</li> </ul>		✓							TS9 6.7. Reference to TW7 removed



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	<p>Unless it has been prearranged, you must call for an attendant if any of the following circumstances applies:</p> <p><b>a)</b> You cannot get a satisfactory view or picture of the crossing and a pedestrian might not easily be seen when walking between the barriers.</p> <p><b>b)</b> The barriers fail to respond to the controls.</p> <p><b>c)</b> A track circuit between the protecting signals and the crossing fails, or is disconnected or is occupied by a failed train.</p> <p><b>d)</b> The main power supply fails and the failure is likely to last for an extended period.</p> <p><b>e)</b> Before you grant possession of one or more lines if work will be carried out that:</p> <ul style="list-style-type: none"> <li>• might cause track circuits to be activated within 200 metres (approximately 200 yards) on either side of the crossing, or within the protecting signal if it is more than that distance from the crossing, or</li> <li>• an engineering train will be required to work within either of the above distances.</li> </ul>		✓							TS9 6.9 In e) 200 yards on the approach to the crossing now only applies to movements. Also applies to any wrong direction movement.
	You must make sure that an attendant takes duty before you grant possession unless the Network Rail area operations manager has agreed that the attendant need only be provided during the times when the crossing is affected by the work		✓							TS9 6.9 e) Network rail area operations manager changed to Operations Control.
	<b>f)</b> Single line working is to be introduced over the crossing (you must make sure that the attendant has taken duty before you allow the first train in the wrong direction to pass over the crossing).		✓							TS9 6.9 f)
	<b>Exception:</b> You do not need to carry out the requirements of 3.12 f) if the Signal Box Special Instructions give authority not to provide an attendant for single line working				✓					
<b>3.13</b>	<b>When an attendant is on duty at an RC or CCTV crossing</b>									
<b>3.13.1</b>	<b>Instructing the attendant</b>									
	You must take into account the volume of road and rail movements that is likely during the time the attendant is on duty. You must then decide:					✓				
	<ul style="list-style-type: none"> <li>• whether the local control should be continuous, or</li> <li>• if the barriers should be kept lowered and local control taken only when road traffic is required to pass</li> </ul>									
	Whichever you decide, you must instruct the attendant accordingly					✓				

















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	You must make sure that an attendant has taken duty at the crossing before you grant possession if: <ul style="list-style-type: none"> <li>work will be carried out that might cause track circuits to be activated within 200 metres (approximately 200 yards) on either side of the crossing, or within the protecting signal if it is more than that distance from the crossing, or</li> <li>engineering trains will be required to work within either of the above distances</li> </ul>		✓							TS9 7.9 200 yard limit without trains removed. Wrong-direction movements added.
<b>6.8</b>	<b>Vehicles that cannot be relied upon to operate track circuits on a track circuit block (TCB) line</b>									
	If the barriers or gates at a crossing are normally open to road traffic, you must tell the crossing keeper about the approach of any vehicle that cannot be relied upon to operate track circuits		✓							To be added to TS1 12 So that all instructions about vehicles that may not operate track circuits are in one place.
<b>6.9</b>	<b>If a train is required to stop in the section</b>									
	If a train is required to stop before passing over a level crossing operated by a crossing keeper, you must tell the crossing keeper, if possible		✓							TS9 7.6
<b>6.10</b>	<b>Train failing between the protecting signal and the level crossing</b>									
	If a train fails between the protecting signal and a crossing operated by a crossing keeper, you must instruct the driver to make no further movement without your authority		✓							TS9 7.7
	Before you give the driver this authority, you must get confirmation from the crossing keeper that the crossing is closed to road traffic		✓							TS9 7.7
<b>6.11</b>	<b>Animals or large, low or slow-moving vehicles</b>									
	At a crossing that is not protected by signals, the crossing keeper will tell you when animals or a large, low or slow-moving vehicle is to pass over a crossing		✓							TS9 2.1.2.
	You must then carry out the applicable parts of instruction 4.3 of this module with the help of the crossing keeper as necessary		✓							TS9 2.1.2.
<b>7</b>	<b>Occupation and accommodation (including bridleway) level crossings</b>									
<b>7.1</b>	<b>Equipment and operation</b>									
	These crossings have user-worked gates or barriers					✓				
	Some have a telephone provided for the crossing user to telephone the signaller before animals or vehicles are taken over the crossing					✓				







