

Issue 2 dated January 2007 (AM5/06)

Page 7

2.2 Before starting a journey

Explanation of change

Following the reissue of the signalling modules, the cross reference shown in the last paragraph of section 2.2 needs to be updated.

Section 2.2 of module OTM has been amended to read as follows:

Issue 2 dated January 2007 (AM5/06)

Page 7

2.2 Before starting a journey

Before you start a journey on a running line, you must tell the signaller:

driver

- the type of OTM
- the maximum speed of the OTM
- whether the OTM can be relied upon to operate track circuits.

If the OTM cannot be relied upon to operate track circuits, you must use the special reporting numbers:

signaller,
driver

Reporting number	Maximum speed
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6Z09	50mph or above
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7Z09	40 or 45mph
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8Z09	35mph or less
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You must also carry out the instructions shown in regulation 12 of module TS1 *General signalling regulations*.

signaller

Issue 2 dated January 2007 (AM5/07)

Page 8

3.2 Conditions for working outside a possession

Explanation of change

Following the reissue of the signalling modules, there is no longer a special bell code for signalling an engineering train required to stop in section. The last but one paragraph of section 3.2 needs to be updated in line with the signalling regulations.

Section 3.2 of module OTM has been amended to read as follows:

Issue 2 dated January 2007 (AM5/07)

Page 8

3.2 Conditions for working outside a possession

This section 3.2 does not apply to an OTM that is signalled as a normal train such as track-recording vehicles and rail head treatment trains.

signaller,
driver

You may allow an OTM to work outside a possession but only if the OTM is a type that is allowed to work outside a possession and the type of work to be carried out is not listed in section 3.3 of this module and only on:

- absolute block lines without intermediate block signals
- other lines that are not track circuit block lines.

This does not apply to C21 type Loram rail-grinding trains. These trains may work outside a possession on any type of line.

You must treat the OTM as an engineering train required to stop in section as shown in train signalling regulation 3.

signaller

You must carry out the instructions in section 10.5 of module TW1 *Preparation and movement of trains: General*.

driver

Issue 2 dated January 2007 (AM5/08)

6

Page 18

Additional instructions when an OTM is conveyed in a train

Explanation of change

Following the reissue of the signalling modules, the cross reference shown in the last paragraph of section 6 needs to be updated.

Section 6 of module OTM has been amended to read as follows:

Issue 2 dated January 2007 (AM5/08)

6

Page 18

Additional instructions when an OTM is conveyed in a train

The person responsible: **driver, operator, signaller**

If the OTM cannot be relied upon to operate track circuits, it must not be formed as the first or last vehicle in the train, unless:

**driver,
operator**

- authority has been given in the *Special Traffic Notice*, or
- special authority has been given by Operations Control (who will tell the signaller).

If you leave the OTM unattended before it is to be conveyed in a train, you must make sure there is a sign that can be seen from the outside of the OTM, stating that the OTM cannot be relied upon to operate track circuits.

You must carry out the instructions shown in regulation 12 of module TS1 *General signalling regulations* if authority is given in the *Special Traffic Notice*, or Operations Control tells you the OTM is being conveyed in the train and:

signaller

- it cannot be relied upon to operate track circuits
- is the last vehicle in a train.