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2.3 Pilotman's arrangements with signallers

b) Track circuit controls

Explanation of change

Due to the reissue of module T1A, which has been renamed, it is necessary to update the module location of form RT3186. There is no change to section 2.3 a) Agreeing the arrangements.

Section 2.3 b) Track circuit controls, has been amended to read as follows:

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2.7 Signaller's forms

Explanation of change

Due to the reissue of module T1A, which has been renamed, it is necessary to update the module location of form RT3186.

Section 2.7 Signaller's forms, has been amended to read as follows:

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2.3 Pilotman's arrangements with signallers

b) Track circuit controls

You must find out if any track circuit controls need to be disconnected. If they do, you must instruct the signaller concerned to complete form RT3186 Release of Signalling Controls Form as shown in module T1A *Work on signalling equipment*.

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2.7 Signaller's forms

You must complete Form RT3192 Signaller's Single Line Working Form (see example on pages 14 and 15) when the pilotman dictates the details to you. You must also:

- write the pilotman's name on the form
- read your completed form back to the pilotman for confirmation
- record the details in the Train Register.

If any track circuit controls need to be disconnected, you must follow the pilotman's instructions and complete Form RT3186 Release of Signalling Controls Form as shown in module T1A *Work on signalling equipment*.

signaller

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3.5 Controlling wrong-direction movements

b) When a handsignaller is not required

Explanation of change

To coincide with the reissue of the signalling regulations the opportunity has been taken to amend module P1 *Single line working*, so that when referring to the points where the train returns to the correct line, the terminology used refers to the approaching train similar to the terminology used in the signalling regulations.

Section 3.5 a), c), d) and e) have not been changed.

Section 3.5 b) has been amended to read as follows

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3.5 Controlling wrong-direction movements

b) When a handsignaller is not required

Provided you travel with **every** train over the single line in the wrong direction, you do not need to position a handsignaller to control wrong-direction movements back to the proper line.

pilotman

When a handsignaller has not been provided on a track circuit block (TCB) line to control wrong-direction movements back to the proper line, you must also make sure with the signaller that:

- if the crossover is **facing** to the movement, it is reversed and the line is clear to, and including the overlap of, the next signal beyond the crossover
- if the crossover is **trailing** to the movement, the line is clear to 400 metres (440 yards) beyond the crossover at the other end of the single line.

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3.6 Dividing the single line into two sections

a) In a TCB area

Explanation of change

Along with changes made to the signalling regulations, the distance of 200 yards shown in module P1 *Single line working* is now to be shown more accurately in metric as 183 metres. Section 3.6 b) has not been changed.

Section 3.6 a) is amended to read as follows:

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3.6 Dividing the single line into two sections

a) In a TCB area

You may divide the single line into two sections for wrong-direction movements provided:

pilotman

- this arrangement is authorised by the Network Rail area operations manager
- an intermediate handsignaller is appointed as shown in the *Signal Box Special Instructions*.

You may allow wrong-direction movements to:

- enter the single line provided the line is clear for at least 183 metres (200 yards) beyond the intermediate handsignaller
- pass the intermediate handsignaller provided the line is clear for at least 183 metres (200 yards) beyond the handsignaller at the end of the single line.

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9.1 Entering the single line

Explanation of change

A clause was unintentionally left out when this module was drafted which tells the rear driver that the front driver of a train will hold the single line working ticket where there are two locomotives at the front. This is shown for the pilotman in section 6.4.

Section 9.1 has been amended to read as follows:

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9.1 Entering the single line

Before entering the single line, you must make sure:

driver

- the pilotman is properly identified by wearing on the left arm an armband with PILOTMAN in white letters on a red background, or a red flag
- you clearly understand all the instructions the pilotman has given you
- you have the personal authority of the pilotman to enter the single line.

You must also make sure the pilotman has given you a RT3193 Driver's Single Line Working Ticket (see example on pages 33 and 34). However, you do not need this ticket if your train is to enter an obstructed section to:

- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority.

If there is more than one locomotive on the train, the pilotman will show Form RT3193 to each driver and then give the form to the driver of the leading locomotive.

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11.4 Where conflicting movements cannot be avoided

a) Positioning a handsignaller

Explanation of change

The reference in the second paragraph is incorrect and has been amended to read as follows:

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11.4 Where conflicting movements cannot be avoided

a) Positioning a handsignaller

You must position a handsignaller at location B.

pilotman

You must instruct the handsignaller to carry out the requirements of section 9.4 of module T8 *Handsignalling duties*.