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### 2.1 Train stopped or nearly stopped at a signal at danger

#### Explanation of change

Drivers are now required to contact the signaller immediately on stopping at a signal at danger, by using fixed radio equipment where there is no SPT (Rule Book module S4), therefore it has been decided that the requirement for the signaller to display handsignals from the signal box as shown in this section 2.1 is no longer necessary.

Section 2.1 has been amended to read as follows:

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### 2.1 Train stopped or nearly stopped at a signal at danger

If you have stopped or nearly stopped at either of the following types of signal at danger and that signal changes to a proceed aspect, you must understand that the next signal may be at danger:

- a colour light signal that cannot display a yellow aspect
- a semaphore signal.

driver

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### 3.3 Route indication not shown

#### **Explanation of change**

The word 'made' was unintentionally missed from the first bullet point when this rule was being drafted.

Section 3.3 has been amended to read as follows:

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### 3.3 Route indication not shown

If a position-light or subsidiary signal is cleared but the normal route indication is not shown, you must:

- make sure the movement is made at caution
- be prepared to stop before you reach any obstruction
- continue no further than is necessary (if making a shunting movement).

**driver, or  
person  
controlling  
train  
movements**

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### 6.1 Authority for the movement to be made

#### **Explanation of change**

The references in the third and fourth bullet points are incorrect and have been amended to read as follows:

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### 6.1 Authority for the movement to be made

When a train or shunting movement is required to reverse, you must only allow the movement to take place when:

- the signal controlling the movement is cleared
- the signaller gives you permission to move towards a signal which will control the further movement of the train
- the leading end of the train is standing beyond the signal controlling the movement and the signal cannot be cleared as described in section 1 of part A module S5 *Passing a signal at danger*
- there is no signal for the movement and the signaller gives you permission to make an unsignalled, wrong-direction movement as described in section 1 of module TW7 *Wrong-direction movements*.

driver, or  
person  
controlling  
train  
movements