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4.5 Movements within a work site

Explanation of change

The reference to section 5.4 c) in the second paragraph is not correct and is amended to read as follows:

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4.7 Movements towards the detonator protection if it is less than 400 metres from points or through crossings

Explanation of change

The reference to section 5.4 c) in the first paragraph is not correct and is amended to read as follows:

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4.5 Movements within a work site

Only you can authorise movements within a work site.

If a marker board at your work site is positioned at the detonators protecting the possession and these are less than 400 metres (440 yards) from points or through-crossings as shown in sections 5.4 b) and 5.5 b) of module T3 *Possession of the line for engineering work*, you must:

- get the PICOP's permission before you authorise any movement to be made towards the detonators
- tell the PICOP when the movement has been completed.

engineering
supervisor

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4.7 Movements towards the detonator protection if it is less than 400 metres from points or through crossings

If the detonator protection is less than 400 metres (440 yards) from points or through-crossings as shown in sections 5.4 b) and 5.5 b) of module T3 *Possession of the line for engineering work*, you must get the signaller's permission **before** you authorise any movement to be made towards the detonator protection.

PICOP

You must give this permission **only** when any previous movement which you have authorised has passed clear.

signaller

After giving permission for the movement towards the detonator protection to be made, you must not allow a train to pass over the points or through-crossing until the movement has passed clear or has been completed.

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

PICOP

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4.12 Signalling work within the possession

Explanation of change

Following the reissue of module T1A and module T1B, where work in the possession affects signalling equipment, it is now necessary for the PICOP to come to a complete understanding with the signaller and the signalling technician about train movements at any time and not just when the possession has been taken **only** for signalling work.

Section 4.12 of module T11 has been amended to read as follows:

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4.12 Signalling work within the possession

If signalling work is to take place in the possession, you must come to a clear understanding with the signaller and signalling technician about train movements.

In this case, you must make sure that any movement of engineering trains or OTP in the possession are made safely.

PICOP

Page 22**7.3 Reaching a clear understanding with
the driver or machine controller****Explanation of change**

The following amendment repeats the instructions currently shown in section 10.3 of module T7 for a COSS who is to set up a safe system of work in a T3 work site. Whereby the COSS and ES must agree whether a green zone or red zone safe system can be used and the speed at which any rail movement must then be authorised.

Section 7.3 of module T11 has been amended to read as follows:

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7.3 Reaching a clear understanding with the driver or machine controller

When any of you authorise a movement, you must make sure the driver or machine controller clearly understands what to do and how far the movement is to proceed.

signaller,
PICOP,
engineering
supervisor

You must:

- remind the driver or machine controller to make the movement at caution and to stop the movement if required by handsignal
- instruct the driver or machine controller if the movement is to pass a signal at danger
- instruct the driver or machine controller to pass over any unworked points in the facing direction only if they are secured for the safety of the movement
- carry out the instructions in section 8 of this module if a level crossing is involved.

Additionally, if you have agreed with a COSS that green zone working applies, you must instruct each driver or machine controller affected that the movement must be made at extreme caution and at no greater than walking pace.

If you have agreed with a COSS that red zone working applies, during darkness, poor visibility or if the work is in or near a tunnel, you must instruct each driver or machine controller affected that the movement must be made at no greater speed than 20 mph.

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Page 24**8.3 Remotely controlled (RC) or
closed-circuit television (CCTV)****Explanation of change**

It has been decided that it is not necessary for an RC or CCTV level crossing to be locally controlled during a T3 possession if the only train movements over the crossing will be in the normal direction.

Section 8.3 has been amended to read as follows:

Page 24**8.3 Remotely controlled (RC) or
closed-circuit television (CCTV)****RC or CCTV crossing that is being locally operated**

You must instruct the driver or machine controller not to pass over the crossing until authorised by the attendant.

RC or CCTV crossing that is not being locally operated

You must not allow any train movement to pass the signal protecting the crossing in the normal direction of travel unless you have obtained an assurance from the signaller that the barriers have been lowered for the safety of the movement and the crossing is clear.

You must not allow any movement in the wrong direction to pass over the crossing unless it is being locally operated.

**PICOP,
engineering
supervisor**

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9.4 During the movement

a) Making the movement at caution

Explanation of change

The following amendment provides consistency with the instructions introduced for on-track plant in June 2007 in that unless told differently by the engineering supervisor, each movement in a work site must be made at extreme caution and at no greater than walking pace.

Section 9.4 a) of module T11 has been amended to read as follows:

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a) Making the movement at caution

You must:

driver

- make the movement at caution
- not exceed 40 mph at any point in the journey when entering, making a movement within, or leaving the possession
- make any movement in a work site at extreme caution and at no greater than walking pace unless you are given specific instructions by the engineering supervisor on the maximum speed to be applied
- be prepared to stop if required by handsignal.

You must also carry out the instructions shown in module S5 *Passing a signal at danger* or TW7 *Wrong-direction movements* until your train is brought under the control of a signal.

When vehicles are being loaded or unloaded, you must also carry out the instructions shown in module T9 *Loading and unloading rail vehicles during engineering work*.