

**Page 26****6.4 Remotely controlled (RC) or  
closed-circuit television (CCTV)  
level crossings****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 6.4 is amended to read as follows:

Issue 2 dated January 2007 (AM6/03)

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### 6.4 Remotely controlled (RC) or closed-circuit television (CCTV) level crossings

You must make sure that an attendant is provided at each RC and CCTV crossing on a line that is to be blocked by a possession if the controlling track circuits will be activated by any of the following:

- An engineering train or OTP is to pass over the crossing in the wrong direction.
- Work taking place within 200 metres (approximately 200 yards) either side of the crossing.
- Work taking place between the crossing and the signal protecting the crossing if the protecting signal is more than 200 metres (approximately 200 yards) from the crossing.
- An engineering train or OTP working within 200 metres (approximately 200 yards) of the crossing.

You must make sure that there is an attendant while the possession is in force, **unless** it has been agreed with the Network Rail area operations manager that the attendant needs to be at the crossing only while it is affected by the work or wrong-direction train movements.

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**Page 29****8.1 When these instructions apply****Explanation of change**

Following the December 2007 changes to signalling regulations that allow emergency signal replacement switches (ERS) to be used to maintain automatic signals at danger, a similar change is now made to placing signals to danger to allow a possession to be taken around a train.

Section 8.1 is amended to read as follows:

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### 8.1 When these instructions apply

You may grant possession to the PICOP when one or more engineering trains (or on-track machines) are standing on the line on which the possession is going to be taken at:

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- a controlled main running signal that is at danger, or
- a semi-automatic or automatic signal that has been placed to danger, or
- a semi-automatic or automatic signal that is being held at danger by an engineering train (or on-track machine that can be relied upon to operate track circuits) in the signal section ahead.

However, you can only do this if:

- the arrangements have been published
- the line on which the possession is to be taken is a track circuit block line.

Until you grant the possession, the line will stay open to traffic.

If the PICOP requires a possession of more than one line, you may allow one or more engineering trains (or on-track machine or on-track machines coupled together) to stand on each line under the conditions shown above.

Issue 2 dated January 2007 (AM5/21) & (AM5/22)

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### 11.8 Carrying out signalling work in the possession

#### Explanation of change

Following the reissue of modules T1A and T1B, the signallers instructions regarding signalling work in a T3 possession are now fully shown in module T1A. There is now no need to repeat the instructions in this module T3.

Section 11.8 of module T3 has been amended to read as follows:

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### 15.5 First train over the affected portion of line

#### d) Failure of a track circuit

#### Explanation of change

Following the reissue of modules T1A and T1B, the cross reference shown in section 15.5 d) of module T3 needs to be updated.

Section 15.5 d) has been amended to read as follows:

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### 11.8 Carrying out signalling work in the possession

If the work taking place in the possession involves working on signalling equipment, you must carry out the instructions shown in section 5 of module T1A *Work on signalling equipment*.

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### d) Failure of a track circuit

If any track circuits fail to operate correctly, you must carry out the instructions in section 12 of module T1B *Movement of trains during failure of, or when working on, signaling equipment*.