



Certificate of Temporary Non-compliance with a Railway Group Standard

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Deviation Number: **12/216/TNC**

Temporary non-compliance

2. Details of applicant:

Network Rail (HQ),
Gate, Milton Keynes, MK9 1EN

The Quadrant: MK, Furzton, Floor 3, Desk 054, Elder

3. Your reference number:

Tracker No. 11855

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Trial with South West Trains of a new working procedure called Emergency Special Working.

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GE/RT8000/S5	Three	April 2010	Passing a signal at danger

6b. RGS clause(s):

Section 5 - Temporary Block Working

6c. RGS clause requirements:

"5 - Temporary block working
The person responsible: driver

5.1 Preconditions

[Driver]

Temporary block working may be introduced in track circuit block areas (other than on a single line) when there is extensive failure or disconnections of signalling equipment.

It allows you to pass at danger two or more consecutive signals which normally display a main aspect.

There will be a handsignaller at the entrance and exit signals to relay the signaller's instructions to you.

5.2 Temporary Block Working Ticket

[Driver]

Before entering the temporary block working section, you must have form RT3184 Temporary Block Working Ticket (see example on page 21) which is valid for your train only.

There are only two exceptions to this rule:

- When a train is worked by two or more locomotives, the ticket will be shown to the driver of each locomotive and then handed to the driver of the leading locomotive.
- If you have to enter an obstructed section to assist a failed train or remove a portion of a divided train, the signaller will give you authority and tell you the location of the obstruction.

5.3 At the entrance signal

[Driver]

At the entrance signal you must obey the red hand signal that the hand signaller will show to you until you bring your train to a stand.

After getting permission from the signaller for your train to pass the signal at danger, the hand signaller will:

- give you the necessary instructions
- hand to you a completed RT3184 Temporary Block Working Ticket
- tell you not to move your train until you are shown a yellow hand signal
- remove a detonator from the line
- show a yellow hand signal.

You must not move your train until the hand signaller shows a yellow hand signal. (This is because the hand signaller is going to remove the detonator from the line.)

You must tell the guard (if provided) that temporary block working is in operation.

You must operate the TPWS temporary isolation switch before entering the section.

5.4 During the movement

[Driver]

You must obey the instructions on the RT3184 Temporary Block Working Ticket.

You must not pass over any points, switch diamonds or swing-nose crossings at more than **15 mph** unless they have been secured out of use and details have been recorded on the RT3184 Temporary Block Working Ticket.”

See Example of form RT3184.

“[Driver]

You must:

- disregard the AWS indication and cancel any warning indication for the signals to be passed at danger
- travel at reduced speed and not exceed 50 mph.

You must proceed at caution if you have to:

- check that the line is clear
- assist a failed train, or
- remove a portion of a divided train.

5.5 At the exit signal

[Driver]

At the exit signal you must obey the red hand signal that the hand signaller will show to you until you bring your train to a stand.

You must:

- hand the RT3184 Temporary Block Working Ticket to the hand signaller
- reinstate the TPWS.

You must not move your train, even if the signal clears, until the hand signaller gives you permission to do so. (This is because the hand signaller is going to remove a detonator from the line.)

You must then carry out the hand signaller’s instruction to proceed when the signal clears.

If you are required to pass the signal at danger, the hand signaller will authorise you to do this and show a yellow hand signal.

7. Scope of deviation:

Deviation to apply over the whole of the Wessex Route with the following exceptions:

- Basingstoke to Reading
- Earley to Reading
- Salisbury to Westbury
- Wimbledon to East Putney
- Redbridge to Salisbury Tunnel Jct
- Shalford Jct to Gomshall
- Havant Jct to Warblington
- Aldershot South Jct to Wokingham.

The deviation will apply only to South West Trains TOC on Network Rail Wessex Route. All other train operators will work under existing rules and procedures.

8. Impacts of complying with the current RGS requirement:

This temporary non-compliance is looking to implement Emergency Special Working in the Wessex (Alliance) area as a live trial following the completion of Driver and Signaller Briefing.

The only options are to remain within current rules and continue with temporary block working, or to further explore more radical solution such as 'Drive On-Sight', which are still very much in early stages of development. To provide an earlier solution, it is proposed to proceed with Emergency Special Working at this stage.

9. Proposed alternative actions:

Network Rail is seeking to extend the temporary non-compliance for a further 12 months (from February 2013) in respect of the trial with South West Trains of a new working procedure called Emergency Special Working which is intended to replace Temporary Block Working as a response to major signalling failures on track circuit block lines. Rules have been developed using the procedures developed in 2008 and presented to the Traffic Operation and Management Standards Committee for consultation, which were then known as 'Special Working'. Although consensus could not be reached then, cognisance has been taken of the consultation comments received in developing this new procedure. The revised procedures are documented as new section 6 of Module S5 for the driver, new section 19 for Module T1B and a revised track circuit block regulation 3.5.3 for the signaller.

During the procedure, trains will be worked point-to-point (from an entrance signal to a location readily identifiable by a driver, which will usually be a station). The driver will be required to complete an ESW ticket detailing the entrance signal, the identifiable location and the exit signal which is located at it. A sign will be provided at the exit signal to aid drivers in identifying it correctly.

Linked with temporary non-compliances 12/217/TNC (Tracker No. 11856) and 12/218/TNC (Tracker No. 11857).

Documentation supplied with this request addresses foreseeable risks and control measures; these included:

- Project Plan
- Technical Specification
- Risk Identification and control
- Proposed trial rule book sections
- Trials, peer reviews and stakeholder meeting output.

10. Impacts of the alternative actions:

The current requirement in response to a major signalling failure on TCB lines is to implement Temporary Block Working. The timescales for introduction of this procedure can be considerably extended due to the need to clip all points within the failure area, source a number of hand-signallers and clear trapped trains. This has led to several widely-publicised incidents where passengers have self-detained, leading to DC current being switched off and even more widespread disruption.

The principles of the new procedure are to avoid the need for any hand-signallers with direct communication between the controlling signaller and driver, and to be able to rely on point detection when

available. This is anticipated to lead to much speedier establishment of alternative method of working. Trial will be restricted to one route under controlled conditions following various joint meetings, safety validations, table top exercise (documents attached), live trials, peer reviews and extensive consultation with all stakeholders.

11. What other options have been considered?

N/A

12. Consultation with affected parties

South West Trains have been involved in all meetings from concept to live trial and peer review scenarios, and have proposed the content of the proposed rules, the design of the driver's ticket and the end-of - section sign involved in the procedure. SWT fully support this proposed trial.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

This application follows temporary non-compliance 12/009/TNC which expires on 21/02/2013.

Attachments:

- Network Rail's Appendix A report (HAZID) dated 02/11/2012: Emergency Special Working Wessex
- Network Rail's supporting documentation: Emergency Special Working Wessex.

14. Method of elimination:

If the trial for ESW is authorised (extended) and proves successful, then Network Rail would look to challenge the Rule book by submitting a proposal to change the standard.

15. Start and end date:

From 22/02/2013 to 15/11/2013

16. Signature of applicant:

Head of Operations Principles and Standards

Date of application:

19/11/2012

17. Lead Standards Committee details:

Name of Committee:

Traffic Operation and Management

Date of meeting

05/02/2013

Minute reference:

13/TOM/02/004

Authorised by:

Signed by Ann Mills for Steve Roberts on 22/02/2013

Date of Authorisation:

22/02/2013

Steve Roberts

Head of Delivery, Traffic Operation and Management