



## 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

Temporary non-compliance

Deviation Number: **12/217/TNC**

### 2. Details of applicant:

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

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

### 3. Your reference number:

Tracker No. 11856

### 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/TS2	Three	September 2012	Track Circuit Block Regulations

### 6b. RGS clause(s):

3.5.3

### 6c. RGS clause requirements:

3.5.3 Method of signalling by bells or telephone

**Note:** For the purpose of this part of the regulation, A and B represent two signallers. Trains are to be signalled by bell or telephone between their areas of control.

[Signaller A]

Before you allow a train to proceed, you must:

- make sure that the last train has passed clear of the line concerned
- send **call attention** to signaller B
- send the appropriate **is line clear**.

[Signaller B]

You can accept the train as long as no conflicting movement has been authorised and:

- during a failure or disconnection of the signalling equipment or track circuits (or both), the line on which the train is to run is clear up to and including the overlap of the first stop signal in your area of control

- during single line working, the line is clear as shown in regulation 9
- during temporary block working, the line is clear as shown in section 20 of module T1B Movement of trains during failure of, or when working on, signalling equipment.

If for whatever reason you cannot accept a train that is offered, you must not acknowledge the **is line clear**.

[Signaller A]

If the line is clear and **is line clear** has been acknowledged, you may allow the train to proceed.

When the train departs, you must send **train entering section** to signaller B.

[Signaller B]

The conditions under which you accept the train must not be changed until one of the following applies.

- The train has been stopped at the first stop signal.
- The train has passed beyond the point to which the line has been kept clear.
- You have received **cancelling** from signaller A for that train.

When the train, complete with tail lamp, has passed beyond the point to which the line has been kept clear, you must send **train out of section** to signaller A.”

## 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 Train Operating Company 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 trial Emergency Special Working.

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 TOM SC 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 a. 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 12/216/TNC (Tracker No. 11855) 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 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 (docs 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. South West Trains 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 certificate extends the temporary non-compliance 12/011/TNC which expires on 21/02/2013.

Attachments:

- Network Rail's Appendix A report: 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:**

12/TOM/02/004

**Authorised by:**

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

**Date of Authorisation:**

22/02/2013

Steve Roberts  
Head of Delivery, Traffic Operation and Management