



Deviation from a Railway Group Standard

(In accordance with the Railway Group Standards Code, Issue Four, part 7)

Deviation Number: 13/213/DEV

1. Start and End Date:

From 20/03/2014 to 06/12/2014

2. Details of applicant:

, HQ, C/O , Asset Management & Railway Systems, Network Rail, The Quadrant:
MK, Furzton, Desk MIK-FUR-03-B-1503, Elder Gate, Milton Keynes, MK9 1EN

3. Your reference number:

Tracker No. 15185

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Increased line speed over secured points.

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

RGS Number:	Issue No:	Issue Date:	Title:
GE/RT8000/TW7	Three	March 2012	Wrong-direction movements

6b. RGS clause(s):

4.1

6c. RGS clause requirements:

“4.1 Points and crossings

[Driver]

You must:

- approach at caution any points, switch diamonds or swing-nose crossings and make sure, if possible, that they are in the correct position
- pass over any unworked points only if you have been told by the signaller that they are secured for the safety of the movement
- not pass over any of these points or crossings at more than 15 mph.

[Signaller]

Until you are sure the movement has passed clear of any points in the route involved, or the track circuit controlling these points, you must not allow any points which have been secured to be released.”

7. Scope of deviation:

- London North Western route
- London North Eastern route
- Scotland route.

8. Duration of the deviation:

Pending publication of amended rules.

9. Method of elimination:

A proposal to change the standards has been submitted and revised rules will be published to apply from December 2014.

10. Impacts of complying with the current RGS requirement:

The current rules prohibit a train from passing over any points, switch diamonds or swing-nose crossings at a speed greater than 15 mph; this is repeated on the relevant documentation given to the driver by the handsignaller (RT3193) during temporary block working or by the pilotman (RT3193) during single line working.

The current requirement can be either a planned event or unplanned event and demands a level of spatial awareness being placed upon driver when considering the location of the points and making a judgment decision as and when to slow down in anticipation to pass over points at 15 mph.

11. Proposed alternative provisions:

This deviation is looking to withdraw the need for trains to pass over the points at 15 mph subject to the initial train having traversed the route at 15 mph.

This deviation links to previous trial 13/025/TNC (Tracker No. 12727) and is in place to facilitate the widening of the existing trial route of LNE to encompass LNW and Scotland routes.

Network Rail is proposing to build on the coasting trials of 2010, 2012 at Hitchin and historic information from a trial relating to increased line speed over secured points in 2004.

The intention is to keep the current rules for the first train only and pass over the points at 15 mph; this proves the route as having been correctly set. This may be for planned or unplanned scenarios.

Trials will be subject to controlled conditions following various joint meetings, safety validations, simulation output and feedback (see supporting documentation attached), and consultation with all stakeholders.

Supporting documentation is already in use from the LNE trial and is attached to the initial application.

12. Impacts of the alternative provisions:

The principle of removing the need for following trains to pass over the points at the reduced speed of 15 mph helps to increase the drivers spatial awareness this enables the driver to focus on controlling the train at a uniform speed of 50 mph, instead of the driver deliberating with himself as to the location of the next set of points and the need to start controlling the trains speed in anticipation of passing over points at 15 mph.

The train speed will be subject to any existing ESR/TSR/PSR being observed during the train's passage or any turn out speed over the points.

13. What other options have been considered?

The options are to remain within current rules, and continue with the driver reducing their speed to pass over all points at 15 mph, or explore more radical innovative/solutions.

To provide an earlier solution, it is proposed to proceed to withdraw the need for all trains to pass over points at 15 mph during the trial.

14. Consultation with affected parties

All Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) using the Network Rail infrastructure including MOMs, LOMs, Pway any Network Rail staff involved.

15. 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.

The holder of the certificate is responsible for checking that the original assumptions and conclusions contained in the deviation certificate remain valid whenever any material changes occur. If the conditions of the deviation certificate change, the deviation will no longer be valid. In these circumstances, the holder of the deviation certificate may consider applying for a new deviation.

Time-limited deviations will be closed on the expiry date. However, please let us know if you no longer require your non-time limited deviation certificate so that we may close it also.

Attachments:

- East Coast Main Line feedback for IT50 trial.
- Copy of 23/06/2013 timetable – Single Line Working (East Coast and FCC).
- Copy of 05/05/2013 timetable (East Coast and FCC).
- IT50 – 24/08/2013.
- Pre-IT 50 – 02/01/2013.
- IT-50 – Signaller Workload Review.
- Instructions for Drivers and Guards: Train movements during Single Line Working (SLW) and Temporary Block Working (TBW) at the increased speed over secured points through the trial site between Kings Cross and Fletton.
- LN101 – Kings Cross to Shaftholme Junction: Train Movements During Single Line Working (SLW) and Temporary Block Working (TBW) through the trial site between Kings Cross and Fletton (ECML1).
- Increase in Line Speed over Secured Points during Single Line Working (SLW) and temporary Block Working (TBW): Briefing for Operating Staff involved in the Setting Up of TBW or SLW within the Trial Site between Kings Cross and Fletton.
- Presentation: Passing over secured points during Single Line Working and Temporary Block Working at an increased speed (50 mph).
- Additional information to support an application to run trains at a higher speed than currently permitted in accordance with the conditions applicable for Single Line Working and Temporary Block Working.

16. Signature of applicant:

, Head of Operations Principles and Standards

Date of application:

08/11/2013

17. Lead Standards Committee details:**Name of Committee:**

Traffic Operation and Management

Date of meeting

04/02/2014

Minute reference:

14/TOM/02/006

Authorised by:

Signed by Steve Roberts on 20/03/2014

Date of Authorisation:

20/03/2014

Steve Roberts
Head of Delivery, Traffic Operation and Management