Document revision history

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Background

A sub-group of the M&EE Networking Group have looked at the arrangements for Management of Points within Engineering Worksites. The M&EE Networking Group recommend this COP as good practice for the industry.

M&EE COPs are produced for the benefit of any industry partner who wishes to follow the good practice on any railway infrastructure. Where an infrastructure manager has mandated their own comparable requirements, the more onerous requirements should be followed as a minimum for work on their managed infrastructure.

The M&EE Networking Group makes no warranties, express or implied, that compliance with this document is sufficient on its own to ensure safe systems of work or operation. Users are reminded of their own duties under health and safety legislation.

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The M&EE Networking Group agreed and signed off this Code of Practice on 18 January 2017 and published on 4 March 2017

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Purpose
The purpose of this Code of Practice is to provide guidance on the arrangements for the Management of Points within Engineering Worksites. This is provided in addition to any Mandatory requirements specified by the Infrastructure Manager.

Scope
The scope of this Code of Practice applies to all rail borne vehicles operating within engineering worksites only. The arrangements can also be applied within possessions, unless the Infrastructure Manager have their own specific requirements.

NOTE: The planning for the general operation of Mobile Operated Plant is covered in M & EE Code of Practice COP 0002
Definitions

Competent Person  
Person who has been assessed as being qualified and having required practical and theoretical knowledge, experience and skills to carry out a particular role with regard to relevant rules, regulations, instructions or procedures. On Network Rail managed infrastructure this is typically the Points Operator.

Responsible Manager  
Person responsible for the overall control of activities within the worksite.

Responsible Person  
Person appointed by the Infrastructure Manager with specific responsibility for managing all movements through points in worksites including liaison with the Signaller. On Network Rail managed infrastructure this is typically the Engineering Supervisor.

On Track Plant (OTP)  
Also known as ‘in possession only rail vehicles’ and includes road-rail vehicles (RRV), demountable machines and their trailers and attachments with guidance wheels.

1.  Background

1.1  Typical Types of Damage

1.1.1  The rail industry has suffered an unacceptable level of Points Run Through (PRT) Incidents within worksites over recent years leading to:

- costs being incurred for point repairs
- cancellation of work
- stand down of site staff causing disruption to project work and potential train delay
1.2 What are the Causes of PRT?

1.2.1 Trailing set of points which are not set in the correct position for that particular movement.

1.2.2 Facing set of points, when the switch rail is not set correctly against the stock rail thus allowing the rail wheel to split the points.

1.2.3 Damage occurs when either the rail wheels of a machine contact the point ends and distorts them or when the machine derails bending the switches as the wheels of the machine derail between the switch rail and stock rail.

1.2.4 In many instances the key underlying cause of PRT is the failure of individuals to follow the Infrastructure Managers documented processes and procedures.
2. **Management Arrangements**

2.1 **Planning.**

2.1.1 It is the responsibility of those planning the work to identify all points which will be present within each engineering worksite associated with the works and ensure they are documented as below. In addition a points position/movement plan should be produced and briefed at the pre work meeting.
2.1.2 Those planning the work should undertake a robust and suitable risk assessment of all points within the work site and determine effective control measures to mitigate against a points run through. In determining effective control measures consideration shall be given to the deployment of additional equipment e.g. 'Till Dawn' lamps or other suitable indicators (see Appendix A for typical indicators used for this purpose) and competent resources that will reduce the likelihood of a points run through occurring.

2.1.3 Arrangements which are to be adopted should be suitably documented in the Work Package Plan (Method Statement) and competent resources provided.

2.2 Operation of Points by the Signaller

2.2.1 The Responsible Person should liaise with the appropriate Signaller to enable the operation of all points within the engineering worksites prior to authorising any movements of railborne vehicles.

2.2.2 The Responsible Person should agree with the Signaller which position the points must remain in during the works and confirm the arrangements to be followed for any subsequent movement of the points.

2.3 Manual Operation of Points

2.3.1 Where the Signaller cannot move the points, the Responsible Person should arrange for the points to be moved manually by a Competent Person in accordance with the arrangements documented in the Work Package Plan/Method Statement and suitably recorded at the point of work.
### 3. Operating Arrangements

#### 3.1 Control of Railborne Vehicle Movements over Points

3.1.1 Where authorised by the Responsible Manager for the Engineering Worksite the Responsible Person for each individual movement should:

- a) Ensure those involved in vehicle movements over points are briefed on the process of traveling/moving through points
- b) Ensure vehicle movements come to a complete stop before passing over any points
- c) Ensure that all the points are correctly set for route required to be traversed before authorising the operator to move over the points.
- d) Where points are found to be incorrectly set for the movement contact should be made with the Competent Person to arrange for the points to be correctly set before any further movement is made.
- e) Ensure where additional protection has been placed (‘Till Dawn’ lamps or other indicator) this is removed before any movement over the points is made
- f) Following the movement, the Responsible Person should ensure that any protection is replaced.
- g) Record the actions taken in passing over the points

**NOTE** Following the movement over the points the Competent Person shall ensure that the movement has not caused any damage to the points. In the event that damage is identified the Competent Person shall inform the Responsible Person of the damage.
Appendix A  Additional Equipment to Prevent PRT

The ‘Til Dawn Lamp’ Process

The use of the ‘Til Dawn Lamp’ (TDL) process can reduce the likelihood of a points run through.

The process consists of using ‘Red’ TDL’s positioned at points within the worksite prior to movements of OTP over them.

The lamps are positioned in the 4ft either side of the points at a distance of approximately 10M from the points to highlight the need to stop and obtain authority before crossing over the points. No movement is permitted over any points protected by ‘Red’ TDL's without authority from the Responsible Person.

Authority will only be given when it has been confirmed that the points are set correctly for that particular movement.

![Til Dawn Lamp](image)

A Typical ‘Til Dawn Lamp'(TDL)
- wide retro-reflectivity prismatic lens surround
- impact resistant lens, moulded in premium quality polycarbonate
- conforms to BS3143:II
- flashing light mode
- carry handle
- operates on two 6v batteries

Route set reminders

These can be used in a similar way to TDL's to act as a reminder to check to points and receive authority to pass over them.