



Rule Book

Briefing Leaflet

Issue 29



December 2016

The following modules will be re-issued and come into force on 03 December 2016:

Module M1	Dealing with a train accident or train evacuation
Module M2	Train stopped by train failure
Module T3	Possession of a running line for engineering work
Module T3 ERTMS	Possession of an ERTMS running line for engineering work
Module TS1	General signalling regulations
Module TW1	Preparation and movement of trains
Module TW5	Preparation and movement of trains. Defective or isolated vehicles and on-train equipment
RS521	Signals, handsignals, indicators and signs handbook

The following document is new and will come into force on 03 December 2016:

RS523	GSMR handbook
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For details please read this briefing document.

Module M1 Dealing with a train accident or train evacuation

KEY CHANGES

A new section has been added to cater for an uncontrolled evacuation. Following recent incidents it was identified that the current rules only catered for a controlled or emergency evacuation. An uncontrolled evacuation is different because the train crew have not initiated it, so therefore the actions to be taken are different.

DETAIL OF CHANGES

Section headings in bold relate to issue 3 of module M1

6. Evacuating a train

6.5 Signaller's actions

The section has been re-numbered as 6.7.

6.6 Passenger safety

The section has been re-numbered as 6.5. Section 6.6 is now headed 'Uncontrolled evacuation' and informs the driver and guard of the actions that need to be taken.

Module M2 Train stopped by train failure

KEY CHANGES

Changes have been made to this module to cater for the use of the train radio by the drivers of the assisting train and the failed train.

DETAIL OF CHANGES

Section headings in bold relate to issue 4 of module M2

3. Providing assistance

3.3 Assisting train moving towards the failed train

The driver of the assisting train is now allowed to use the train radio to speak to the driver of the failed train to give any necessary information at any time before or during the movement.

3.6 When the failed train is being assisted

The driver of the assisting train or the driver of the failed train is now allowed to use the train radio to speak to the other driver at any time during the journey about how the movement is to be started, stopped and controlled.

Module T3 Possession of a running line for engineering work

KEY CHANGE

This module has been changed to cater for the use of GSM-R radio by a driver.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of module T3

9. Driver's duties

9.6 During the movement

a) Making the movement

The driver is now allowed to use GSM-R radio to speak at any time about details of the movement being made.

Module T3 ERTMS Possession of a running line for engineering work

KEY CHANGE

This module has been changed to cater for the use of GSM-R radio by a driver.

DETAIL OF CHANGES

Section headings in bold relate to issue 3 of module T3 ERTMS

9. Driver's duties

9.5 During the movement

a) Making the movement

The driver is now allowed to use GSM-R radio to speak at any time about details of the movement being made.

Module TS1 General signalling regulations

KEY CHANGES

Regulation 18 has been changed to make it clear what action the signaller must take when trespassers are in danger from passing trains. A new regulation 22 has been added to allow a driver to be cautioned by means of a GSM-R berth-triggered broadcast, rather than by stopping the train as required in the rules, as long as there is an instruction allowing this in the particular situation concerned.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of module TS1

18. Trespassers, animals or minor obstacles on the line

18.1 Trespassers

This regulation has been changed to make it clear that when trespassers are in danger from moving trains the signaller must stop a train to caution the driver.

Module TW1 Preparation and movement of trains

KEY CHANGES

Changes have been made to cater for the use of GSM-R radio by the drivers of moving trains, and to make it clearer when GSM-R radio can be used to communicate to or from a moving train.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of module TW1

2. Assisting failed locomotive-hauled trains in the rear

2.1 General

The driver of the failed train is now allowed to use the GSM-R radio to speak to the driver of the assisting locomotive at any time during the movement about how the movement is to be started, stopped and controlled.

15. Locomotive assisting in the rear of a train

15.1 Before the movement begins

The driver is now allowed to use the GSM-R radio to speak to the driver of the assisting locomotive at any time during the movement about how the movement is to be started, stopped and controlled.

16. Locomotives at both ends of the train or in tandem

16.1 Trains with locomotives at both ends of the train

The driver of the locomotive on the rear is now allowed to use the GSM-R radio to speak to the other driver at any time during the journey about how the movement is to be started, stopped and controlled.

16.2 Trains hauled by locomotives in tandem

The driver is now allowed to use GSM-R radio to speak to the other driver at any time during the journey about how the movement is to be started, stopped and controlled.

26. Propelling movements

26.3 Before the movement starts

The driver or the shunter is now allowed to use the GSM-R radio to speak at any time about how the movement is to be started, stopped and controlled.

39. Train radio equipment

39.1 Using the train radio safely

This section has been changed to give the driver much more detailed instructions about when the train radio should be used when the train is moving. There is a new instruction to the signaller not to use the train radio to speak to the driver unless sure that the train concerned is at a standstill. There is a new instruction to the signaller that a 'contact signaller' message can be sent to a train at any time.

39.3 Signaller unable to call the driver

The title of this section and the wording have been altered to refer to contacting the driver, to make it clear that the same instruction applies whether or not the signaller speaks to the driver.

Module TW5 Preparation and movement of trains: defective or isolated vehicles and on-train equipment

KEY CHANGES

The module has been changed so that the term competent person and associated responsibility indicator has been retained, but specific references to competency requirements have been removed, as they should form part of the employer's competence management arrangements. A competent person travelling in the rear unit of a train with the EBS raised can now travel anywhere in the rear unit as shown in company instructions. The instructions concerning failures of train radios have been changed, and now includes instructions concerning failures of the radio network.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of module TW5

2. Competent person travelling with driver

2.2 Defective or isolated AWS or TPWS

The duties of the competent person are shown, but competence requirements are not shown, as only a person competent to do so can carry out those duties.

2.3 Broken or obscured windscreen

The duties of the competent person are shown, but competence requirements are not shown, as only a person competent to do so can carry out those duties.

10. Driving controls defective

10.2 Duties of the competent person

The duties of the competent person are shown, but competence requirements are not shown, as only a person competent to do so can carry out those duties.

11. Emergency bypass switch (EBS)

11.2 Entering service from somewhere other than a maintenance depot

The competent person can now travel anywhere in the rear unit as shown in company instructions. This change was previously published in the *Periodical Operating Notice*.

11.3 Operating the EBS when in service

The competent person can now travel anywhere in the rear unit as shown in company instructions. This change was previously published in the *Periodical Operating Notice*.

25. Train radio equipment

25.1 Entering service

This section has been renamed 'Entering service from a maintenance depot' and has been changed because a train or traction unit cannot now enter service from a maintenance depot with a defective radio in any cab that is required to be driven from during its planned workings.

25.2 When in service

This has been renamed 'Entering service from somewhere other than a maintenance depot'. 'When in service' is now section 25.3. A train or traction unit can now also enter service from somewhere other than a maintenance depot with a defective radio in any cab that is required to be driven from, as long as permission has been given to proceed as far as a location where transportable or portable GSM-R radio equipment can be provided, or to complete a journey. A train or traction unit can also enter service if there is a radio network failure but the driver may be told not to allow the train to exceed 100 mph (160 km/h) or 60 mph (100 km/h).

'When in service' now covers the fact that a train or traction unit can now also stay in service with a defective radio in the cab that is being driven from, as long as permission has been given to proceed as far as a location where transportable or portable GSM-R radio equipment can be provided, or to complete a journey. A train or traction unit can stay in service if there is a radio network failure but the driver may be told not to allow the train to exceed 100 mph (160 km/h) or 60 mph (100 km/h).

RS521 Signals, handsignals, indicators and signs handbook

KEY CHANGES

A new section 2.6 on splitting distant signals has been added. This explains the meaning of aspects displayed in colour light splitting distant signals which are becoming more common. The meaning of aspects at splitting distant signals was previously shown in appropriate *Sectional Appendices*. Existing sections 2.6 and 2.7 have been renumbered accordingly.

In a number of places slight changes have been made to the text where this was structured as a direct instruction. This was not appropriate for an information and guidance handbook. In a small number of places slight changes have been made to the text to improve clarity. In both cases there is no change to the meaning of the items.

DETAIL OF CHANGES

Section headings in bold relate to issue 3 of handbook RS521

1.1 Definitions

Stop signal

The definition now includes 'buffer stop indications'.

2 Colour light signals

2.5 Flashing yellow aspects

The section has been re-worded to remove direct instructions.

2.6 Position-light signals

This section has been re-numbered as section 2.7. and has been re-worded to remove direct instructions.

Section 2.6 has been renamed 'Splitting distant signals'. This section explains the meaning of aspects displayed in colour light splitting distant signals which are becoming more common.

3 Semaphore signals

3.4 Semaphore subsidiary signals

The section has been re-worded to remove direct instructions.

5. Other signals and indicators

5.4 Work-site marker boards

The section has been re-worded to remove direct instructions.

5.5 Signal passed at danger (SPAD) indicator

The section has been re-worded to remove direct instructions.

5.7 Banner repeating and co-acting signals

Splitting banner repeating signals and their meaning have been added.

6. Level crossing signs and indicators

6.1 Level crossing signs

The sections on 'Automatic barrier crossing locally monitored and automatic open crossings locally monitored crossings' and 'Open crossings' have been combined as this reduces some duplications.

8. Speed restriction signs

8.2 Emergency indicator

The section has been re-worded to remove direct instructions.

RS523 GSMR handbook - Issue 1

Who is it for?

RS523 is intended as guidance to users of the GSM-R system used on the GB mainline railway.

It has been designed as a day-to-day reference guide for the less frequently used processes and functions of the GSM-R system. The handbook looks at these from the perspective of a driver, operations controller, signaller and train operator's controller.

What does it contain?

RS523 contains instructions relating to the following.

- Equipment.
- Powering up.
- Registration.
- Radio communications.
- PA calls and DSD alarm.
- Operational text messages.
- Broadcast calls.
- Deregistration.
- Faults.

Form RT3191

Under the new approach to the Rule Book Form RT3191 (Pilotman's Single Line Working Form), along with all the other forms, was recreated in a new format to make all forms look consistent. During this process incorrect wording was pasted in error to the 'Change of Signaller' and 'Cancellation of Single Line Working' sections. The boxes should have read 'Time/Date' but instead read 'Time Form Dictated'. The re-issue of the form has corrected these errors.



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