RAIL SAFETY AND STANDARDS BOARD

Rule Book Module OTM
GERT8000-OTM
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Working of on-track machines (OTM)

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Conventions used in the Rule Book

	Example
A black line in the margin indicates a change to that rule since the last printed version. The Rule Book Briefing Leaflet in the online Standards Catalogue contains more information about the changes.	▌
Green text in the margin indicates who is responsible for carrying out the rule.	driver
A white **i** in a blue box indicates that there is information provided at the bottom of the page.	i
A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.	

If you do not understand anything in the Rule Book, ask your manager or supervisor to explain it to you.

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Contents approved by Traffic Operation and Management Standards Committee.

For information regarding the Rule Book, contact:
https://customer-portal.rssb.co.uk

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You will need this module if you carry out the duties of:

- a driver of an on-track machine
- an operator of an on-track machine
- a signaller.

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Supersedes GERT8000-OTM Iss 11 with effect from 07/12/2024

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1 When these instructions apply

The people responsible: ***driver, operator, signaller***

driver, operator, signaller

The instructions in this module apply to on-track machines (OTM) when under their own power. They are additional to all other instructions applying to train working shown in other modules.

These instructions also apply to OTM that is hauled into a possession by an engineering train, such as:

- track-relaying machines
- ballast cleaners
- rail-delivery trains
- rail cranes.

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2 Entering service

The person responsible: ***driver***

2.1 Before starting a journey

driver

Before you start a journey on a running line, you must tell the signaller:

- the type of OTM
- its maximum speed.

2.2 Carrying out a running brake test

driver

You must test that the automatic brake is working effectively by carrying out a running brake test as shown in your train operating company instructions.

2.3 Hauling an on-track machine or power-driven rail crane

machine operator

When any self-propelled on-track machine or power-driven rail crane is to be hauled by a locomotive or as part of a train, you must make sure that:

- before it is attached to a locomotive or any other vehicle, the machine or crane has been secured to prevent it moving, for example by using handbrakes or scotches
- the gradient is not steeper than the maximum on which the machine can be safely coupled to a train
- any part of the machine or crane equipment, such as a jib or lifting gear, is safely secured for movement
- you have placed a 'Ready for haulage' label valid for the current journey on the machine, to show that it has been prepared for travel.

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3 Not used

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4 Working outside a possession

The people responsible: ***driver, signaller***

4.1 Conditions for working outside a possession

driver, signaller

This section does not apply to authorised types of OTM, (such as track-recording vehicles, rail-grinding trains, rail-head treatment trains and mobile maintenance trains), or when the OTM will be working in a protection zone (PZ).

You can only allow other types of OTM to work outside a possession if all of the following apply.

- The OTM is a type that is allowed to work outside a possession.
- The work is a type that can be done outside a possession.
- The line is not a track circuit block line, an ERTMS line or an absolute block line where there is an intermediate block home signal.
- The work will not require wrong-direction movements (except as shown in 4.3).
- The work is not on the overhead line equipment.

4.2 Telling the signaller

driver

You must treat the OTM as a train requiring to stop in section as shown in section 42 of module TW1 *Preparation and movement of trains.*

You must tell the signaller the OTM will be working outside a possession.

signaller

If the driver of an OTM tells you that it will be working outside a possession, you must deal with this as a train requiring to stop in section.

4.3 Wrong-direction movements

driver, signaller

An OTM that is allowed to work outside a possession on any type of line, or when working in a PZ, can make an unsignalled wrong-direction movement when necessary to return towards, or up to the start of, its site of work.

driver

If the rail grinding causes a lineside fire, you can make an unsignalled wrong-direction movement to return to put out the fire, as long as the signaller has authorised this.

When any OTM is making a wrong-direction movement, you can drive from a driving cab that is not the leading one, as long as there is a competent person riding in the leading driving cab.

You must make sure that the competent person will:

- keep a good look out
- sound the horn (both tones if available) as a warning to anyone on or near the line.

4.4 Maintaining clearance from other lines

driver, operator

You must make sure that there is always the necessary clearance as shown in your company instructions between the OTM, including any load, and any adjacent open line.

You must make sure that any other line on which a movement can take place is not fouled at any time.

This also applies to the line adjacent to vehicles being loaded by an OTM with jibs, booms, conveyor belts or other extendible equipment.

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driver, operator

If this is not possible the following will apply.

- If the line affected is a running line within a possession, you must make sure the affected portion of line is within a work site and the engineering supervisor (ES) for that work site has given you permission to foul that line.
- If the line affected is a running line not under possession, you must make sure that a controller of site safety (COSS) has arranged to block the affected portion of line.
- If the line affected is a siding, you must make sure that the affected portion is under possession, and the person in charge of the siding possession (PICOS) has given you permission to foul that siding.
- An approved alternative method shown in the infrastructure manager's company instructions can be used instead as long as this is published in the method statement.

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5 Working within a possession

The people responsible: ***driver, operator***

5.1 Maintaining clearance from other lines

driver, operator

You must make sure that there is always the necessary clearance as shown in your company instructions between the OTM, including any load, and any adjacent open line.

You must make sure that any other line on which a movement can take place is not fouled at any time.

This also applies to the line adjacent to vehicles being loaded by an OTM with jibs, booms, conveyor belts or other extendible equipment.

If this is not possible the following will apply.

- If the line affected is a running line within a possession, you must make sure the affected portion of line is within a work site and the engineering supervisor (ES) for that work site has given you permission to foul that line.
- If the line affected is a running line not under possession, you must make sure that a controller of site safety (COSS) has arranged to block the affected portion of line.
- If the line affected is a siding, you must make sure that the affected portion is under possession, and the person in charge of the siding possession (PICOS) has given you permission to foul that siding.
- An approved alternative method shown in the infrastructure manager's company instructions can be used instead as long as this is published in the method statement.

5.2 Driving position

driver, operator

You can drive from another driving cab when an OTM is working within a work site as long as this forms part of the safe system of work shown in the method statement.

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driver, operator

You must make sure that there is a competent person riding in the leading cab or controlling the movement from the ground.

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