

Rule Book Module TW8
GERT8000-TW8
Issue 10 | December 2024

Level crossings - drivers' instructions

Published by
Rail Safety and Standards Board Ltd



Conventions used in the Rule Book

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.

A white **i** in a blue box indicates that there is information provided at the bottom of the page.

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.

Example



driver



Published by

RSSB

The authoritative version of this document is available at www.rssb.co.uk

Contents approved by Traffic Operation and Management Standards Committee.

For information regarding the Rule Book, contact:

<https://customer-portal.rssb.co.uk>

First issued December 2003

Issue 10, September 2024

Comes into force 07 December 2024

© Copyright 2024

Rail Safety and Standards Board Limited

You will need this module if you carry out the duties of a driver.

Contents

Section

- 1** **Types of level crossing**
- 2** **Drivers' general instructions**
 - 2.1 Reporting equipment failure
 - 2.2 Carrying out the signaller's instructions
 - 2.3 Vehicle gates left open
 - 2.4 Passing over level crossings that are under local control
- 3** **AHBC crossings and crossings operated by a crossing keeper**
- 4** **ABCL and AOCL crossings**
 - 4.1 If a train is not required to stop at the crossing
 - 4.2 If a train is required to stop at the crossing
 - 4.3 Train delayed or stopped out of course when approaching the crossing
 - 4.4 When a train must be stopped
- 5** **Open crossings**
 - 5.1 If a train is not required to stop at the crossing
 - 5.2 If a train is required to stop at the crossing

1

Types of level crossing

Automatic crossings

Automatic half-barrier crossing	AHBC
Automatic barrier crossing locally monitored	ABCL
Automatic open crossing locally monitored	AOCL
Crossing with red and green warning lights (also included as a user-worked crossing)	R/G

Controlled crossings

At the location:

Manually-controlled crossing with barriers	MCB
Manually-controlled crossing with gates	MG

Remotely:

Remotely controlled crossing with barriers	RC
Barrier crossing with closed-circuit television	CCTV
Barrier crossing with obstacle detection	OD

Traincrew operated

Open

Crossing without barriers, gates or road warning lights	OC
---	----

Barrow or foot crossing with white light indicators

User-worked

Crossing with red and green warning lights (also included as an automatic crossing)	R/G
Occupation and accommodation (including bridleway) crossing	UWC

The locations of controlled, automatic, open and traincrew-operated level crossings are shown in Table A of the *Sectional Appendix*.

Some automatic level crossings can also be operated by trains making wrong-direction movements. These crossings are identified in the *Sectional Appendix* by the letter X (for example AHBC-X).

2 Drivers' general instructions

2.1 Reporting equipment failure

You must report to the signaller, in the quickest way possible, any defect or irregularity with level crossing equipment.

2.2 Carrying out the signaller's instructions

If the signaller tells you to approach a crossing at caution, you must not pass over it until you have made sure it is safe to do so.

If the signaller tells you to do so, you must report back whether the crossing is safe for the passage of trains.

If the signaller asks you to do so, you must tell the signaller whether or not:

- the barriers are fully lowered
- the crossing is clear.

2.3 Vehicle gates left open

You must report to the signaller, in the quickest way possible, any level crossing gates which have been left open.

2.4 Passing over level crossings that are under local control

You must approach the crossing at caution and pass over it only if a green handsignal is shown at the crossing when you have been told:

- an AHBC is under local control
- to make a wrong-direction movement over a CCTV, OD or RC that is under local control
- to make a movement in either direction over a CCTV, OD or RC that is under local control on a line under possession.

3

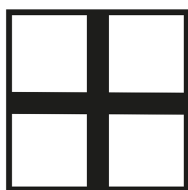
AHBC crossings and crossings operated by a crossing keeper

If your train has failed and the signaller reminds you about the presence of the level crossing, you must assure the signaller that you will make no further movement with your train until the signaller authorises it.

4 ABCL and AOCL crossings

4.1 If a train is not required to stop at the crossing

On passing the warning board, you must control the speed of your train to not more than the speed shown on the speed restriction board or driver machine interface (DMI).



Warning board



Speed restriction board



Sighting board

If differential speeds are shown on the speed restriction board, they have the meanings shown in module *SP Speeds*. You must control the speed of your train to comply with the speed shown between this board and the crossing.

On passing the speed restriction board or sighting board, you must make sure you can see that the crossing is clear, and the white light next to the crossing is flashing.

You may then:

- proceed to the crossing at a speed which is not more than that shown on the speed restriction board or DMI.
- accelerate as soon as the front of the train is on the crossing.

Level crossings - drivers' instructions

4.2 If a train is required to stop at the crossing

On passing the warning board, you must control the speed of your train to stop at the stop board.

After you have stopped at the stop board, you must:

- if there is a plunger, operate it to activate the road-traffic signals but not before you are ready to restart your train
- make sure you can see the crossing is clear and that the white light next to the crossing is flashing
- sound a short blast of the horn as a warning of the movement (only between 0600 and 2359, except in an emergency or when anyone is on or near the line)
- restart your train and proceed over the crossing.

4.3 Train delayed or stopped out of course when approaching the crossing

If your train is delayed or stopped out of course on the approach to a crossing after the white light has started flashing, you must approach the crossing at caution even if the white light continues to flash.

If the white light is still flashing when your train reaches the crossing, you may pass over the crossing without stopping.

If the white light has stopped flashing when your train reaches the crossing, you must:

- stop short of the crossing
- carry out the instructions shown in section 4.4 of this module.

4.4 When a train must be stopped

You must stop before reaching the crossing if:

- the white light next to the crossing is not flashing, or the red light is flashing
- the crossing is obstructed
- you cannot see if the crossing is clear
- the signaller has told you the crossing has failed
- you have been told that the road-traffic signals have been switched off and at an ABCL the barriers have been left raised.

You may then pass over the crossing as long as you:

- make sure it is safe to do so
- sound the horn continuously until the front of your train is on the crossing.

Where an emergency plunger is provided

If an emergency plunger is provided, you must use this to operate the crossing controls when:

- the level crossing equipment has failed, or
- the equipment has stopped working because it has been operating for an unusually long time.

After you have operated the plunger, you may pass over the crossing but before doing so, you must:

- make sure it is safe to do so
- sound the horn continuously until the front of your train is on the crossing.

Level crossings - drivers' instructions

Passage of trains during darkness

If the white light at the crossing is not flashing, you must not pass over the crossing during darkness unless one of the following conditions applies.

- The train is a passenger or empty coaching stock train and the interior lights are lit.
- Arrangements have been made to prevent road traffic from passing over the crossing.
- At an ABCL the barriers are in the lowered position and the lights on the barriers are lit.

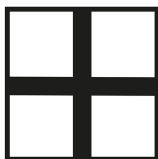
5

Open crossings

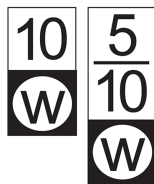
5.1 If a train is not required to stop at the crossing

On passing the warning board, you must control the speed of your train to comply with the restriction of speed that applies between the combined speed and whistle board, and the crossing.

On a train where ERTMS is in operation you must control the speed of your train to not more than that displayed on the DMI.



Warning board



Combined speed and whistle board

If differential speeds are shown on the combined speed and whistle board, they have the meanings shown in module *SP Speeds*.

On passing the combined speed and whistle board, you must make sure you can see the crossing is clear.

You may then:

- proceed to the crossing at a speed which is not more than that shown on the combined speed and whistle board or the speed displayed on your DMI
- accelerate as soon as the front of the train is on the crossing.

You must stop before reaching the crossing if:

- the crossing is obstructed
- you cannot see if the crossing is clear.

Level crossings - drivers' instructions

You may then pass over the crossing as long as you:

- make sure it is safe to do so
- sound the horn continuously until the front of your train is on the crossing.

5.2 If a train is required to stop at the crossing

On passing the warning board, you must control the speed of your train to stop at the stop board.

Before passing the stop board, you must make sure it is safe to pass over the crossing.



Contact: <https://customer-portal.rssb.co.uk>
Tel: +44 (0) 20 3142 5300
Web: www.rssb.co.uk

