RAIL SAFETY AND STANDARDS BOARD

Rule Book Module P1
GERT8000-P1
Issue 9 | December 2025

Single line working

Published by
Rail Safety and Standards Board Ltd

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.

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.

Published by
RSSB
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Contents approved by Traffic Operation and Management Standards Committee.

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First issued June 2003
Issue 9, September 2025
Comes into force 06 December 2025

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

- driver
- pilot
- signaller.

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1 Principle

When one line of a double line becomes blocked, single line working by pilot allows trains to travel over the other line in either direction.

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2 Setting up single line working

The people responsible: ***pilot, signaller***

2.1 Appointment and identification of pilot

You will be appointed by the Network Rail area operations manager to take charge of the arrangements for single line working. **pilot**

You must wear on your left arm a red armlet with PILOT in white letters.

2.2 Agreeing the arrangements

2.2.1 Before single line working can be introduced

Before single line working can be introduced, you must reach a clear understanding with each other and any other signaller involved about the arrangements which will apply. **pilot, signaller**

You must agree with each other the time when the Pilot's Single Line Working Form (RT3191) will be completed.

2.2.2 Information for the pilot

You must remind the pilot about any of the following and agree what arrangements will be applied, if they will be affected by the single line working: **signaller**

- controlled level crossings which are protected by signals
- automatic level crossings
- barrow or foot crossings with white light indications
- unworked points
- intermediate signal boxes which are closed and at what time they will open.

You must tell the pilot about any temporary or emergency speed restrictions that affect the single line or any train returning to the proper line.

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signaller

You must also tell the pilot if the obstructed line is:

- protected by a line blockage as shown in module TS1 *General signalling regulations,* regulation 13.2, or
- under possession as shown in module T3 *Possession of a running line for engineering work*, or
- occupied by a failed train which has been protected as shown in module M2 *Train stopped by train failure*.

2.2.3 Dealing with points

You must make sure that points worked by or released from your signal box are secured for the safety of facing movements if they are not fitted with a facing point lock.

You may ask the pilot to have these points secured if they are remote from your signal box.

2.3 Pilot's form

pilot

At the agreed time, and only if the line to be used for single line working is clear, you must complete and sign a pilot's single line working form.

You must then dictate your form to:

- the signaller controlling each crossover between which single line working is to apply
- the signaller at any intermediate signal box which is open.

You must enter the name of each signaller on your pilot's form.

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2.4 Signaller's form

signaller

You must:

- complete a Signaller's Single Line Working Form (RT3192) when the pilot dictates the details to you
- make a suitable entry in the Train Register.

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3 After the forms have been dictated

The people responsible: ***pilot, signaller***

3.1 Adjusting the protection for the obstructed line

pilot

If trains are to draw forward or set back at either end of the single line, you must make sure there is enough room between the crossover and any protection placed to protect the obstructed line.

If necessary, you must arrange for the position of the protection to be adjusted.

You must make sure that the position of any protection does not allow an electric train to reach a section which is isolated.

3.2 Arranging additional protection for the obstructed line

pilot

You must also arrange for a possession limit board, or a red flag during daylight, or red light during darkness, to be placed in the four-foot of the obstructed line:

- at the exit end of a line under emergency protection
- on the approach to the obstruction where it is in the same signal section as the crossover and is protected only by the signal.

3.3 When the obstructed line is protected by a line blockage

pilot

When the obstructed line is protected under a line blockage as shown in module TS1 *General signalling regulations,* regulation 13.2, you must not introduce single line working if the line blockage protection is in the same signal section as the crossover at either end.

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This does not apply if the line blockage is beyond the facing crossover that will be used for single line working. **pilot**

3.4 Controlling right-direction movements

You must arrange for signals on the unobstructed line to be worked normally, wherever possible. **signaller**

3.5 Controlling wrong-direction movements

3.5.1 Signaller controlling wrong-direction movements

You must control trains in the wrong direction by giving instructions to the pilot, signaller's agent and to intermediate handsignallers, if appointed. **signaller**

You must make sure these individuals clearly understand what to tell drivers and to work only to your instructions.

You must tell the intermediate handsignaller if the instructions for the train movement have already been given to the driver.

You must tell the signaller's agent that a train will be given authority to pass the end of degraded working sign before you give the driver authority to move the train back to the correct line.

3.5.2 When an end of degraded working sign and signaller's agent, or intermediate handsigaller is required

You must arrange for both of the following. **pilot**

- An end of degraded working sign to be placed at the end of the section opposite the signal protecting the crossover where trains return to the proper line.
- A signaller's agent to be positioned in a place where they have a good line of sight to the end of degraded working sign.

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pilot

The end of degraded working sign and signaller's agent must be provided even if there is a position light or semaphore shunting signal to control movements returning the train to the proper line.

You must arrange for an intermediate handsignaller to be positioned at the following.

- An intermediate signal box which is open.
- At a location defined in the special signal box instructions if the single line working section is to be divided on a track circuit block line.

(see the table on page 13 and diagrams P1.1 and P1.2 on pages 13 and 14).

3.5.3 When an end of degraded working sign and signaller's agent or intermediate handsignaller is not required

You do not need to position an end of degraded working sign and signaller's agent to observe wrong-direction movements back to the proper line if:

- a main aspect or stop signal which applies to trains leaving the single line is provided at the crossover, or
- you travel with every train over the single line in the wrong direction.

You do not need to position an intermediate handsignaller at an intermediate signal box that is open, if you have agreed with the signaller that the handsignal will be displayed from the signal box.

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Location		Handsignal for driver to proceed
Signals	Opposite any other signal where trains might have to stop if the single line working section is divided.	Yellow
Signal box	At an intermediate signal box unless it is closed.	Yellow
Points	At unworked points when approaching in the facing direction.	Green (Placed on the ground next to the points.)

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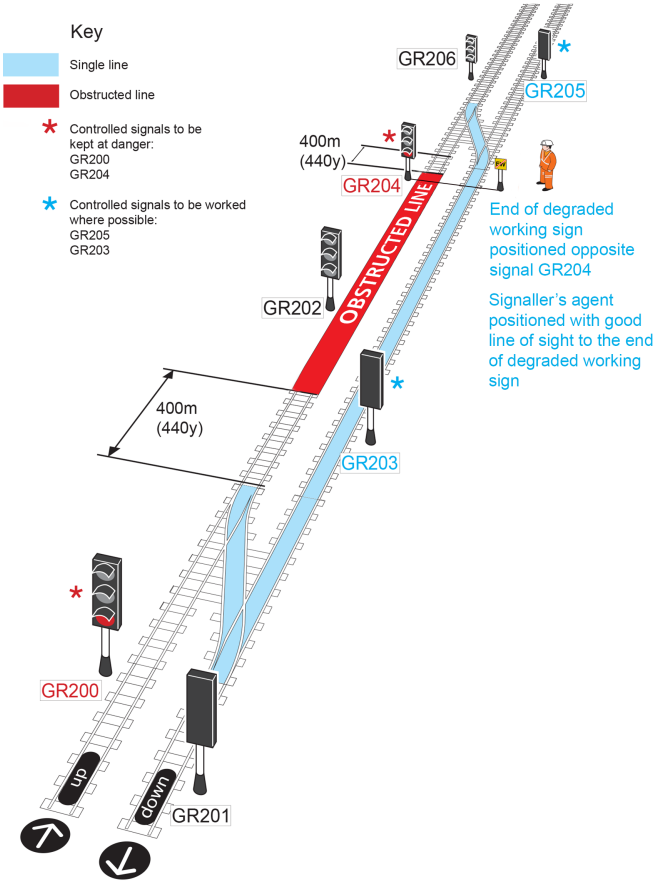

Example of typical possession with single line working arrangements - track circuit block line

Diagram P1.1

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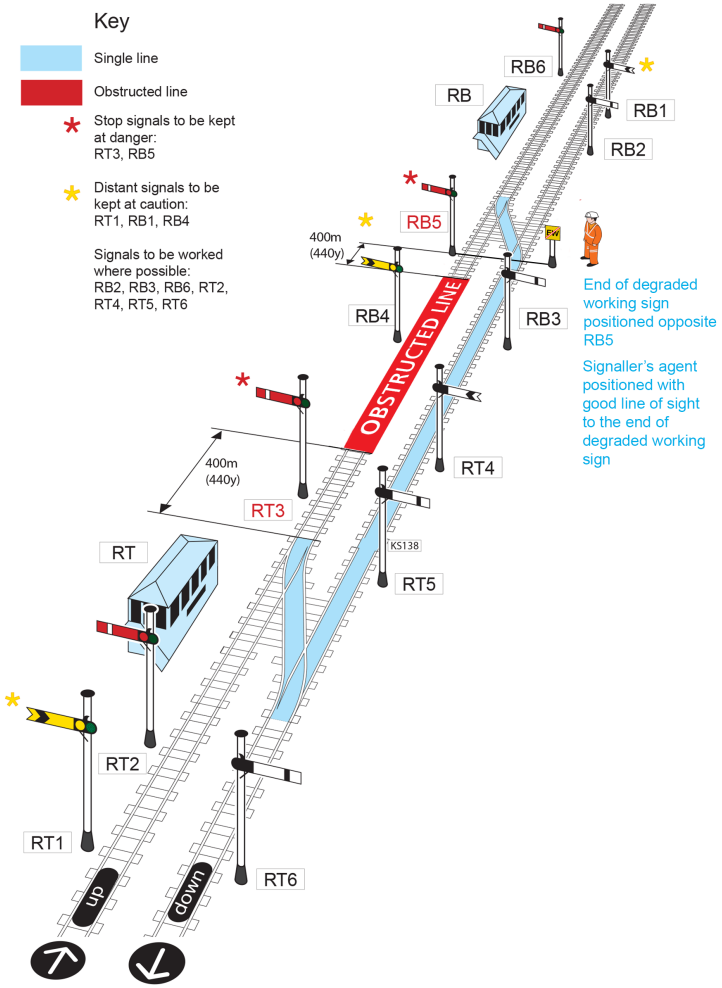

Example of typical possession with single line working arrangements - absolute block line

Diagram P1.2

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3.5.4 During poor visibility

pilot

Unless a main aspect or stop signal is provided, during poor visibility you must:

- position an end of degraded working sign at the point where trains are required to stop before being authorised to proceed back to the proper line
- position a signaller's agent in a place where they have good line of sight to the end of degraded working sign
- travel on every train through the single line working section.

3.5.5 Shunting signals and position-light signals

signaller

If possible, you must work these signals normally to control wrong-direction movements.

pilot

You must find out if any of these signals will not be able to be worked for movements over the single line.

3.6 Dividing the single line

a) In a track circuit block area

pilot

You may divide the single line into two sections for wrong-direction movements as long as:

- this arrangement is authorised in the *Signal Box Special Instructions*
- this arrangement is authorised by the Network Rail area operations manager
- an intermediate handsignaller is appointed as shown in the *Signal Box Special Instructions.*

b) In an absolute block area

You may divide the single line for wrong-direction movements at each intermediate signal box that is open.

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3.7 Securing points

3.7.1 Unworked points on the single line

You must make sure that these points: pilot

- are secured and padlocked for the safety of movements over them
- have a green flag or green light placed alongside them which is clearly visible to the drivers of all wrong-direction movements.

3.7.2 Points worked from a closed intermediate signal box

If any points worked from an intermediate signal box which is closed are facing to movements, you must make sure they are secured and padlocked for the safety of trains travelling over the single line in the wrong direction.

3.7.3 Remote points

You must arrange to secure any points which become facing, that are remote from the signal box.

You must arrange to secure and padlock any power-operated points on the single line over which movements are to be authorised at a greater speed than 15 mph (25 km/h), as shown in section 6.2.

3.7.4 Checking points secured by anyone else

If anyone else has secured points, you must personally check that they have been properly secured before the first train passes over them in the facing direction.

You may do this while accompanying the first train over the single line. If you do, you must tell the driver to stop the train before each set of points.

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3.8 Telling personnel affected

3.8.1 Person in charge of any station

pilot

You must arrange to tell the person in charge of any station where the platform working will be affected that you are introducing single line working.

3.8.2 Personnel working on or near the line used for single line working

You must tell anyone working on or near the line which is being used for single line working that single line working is in operation and which line is being used. You must do this:

- while accompanying the first train over the single line, or
- if you are not accompanying that train, by instructing the driver to stop and tell them.

You do not need to do this if the single line working is published in the *Weekly Operating Notice* and the details have not changed.

3.8.3 Crossing keepers

You must make sure that crossing keepers are told about the arrangements for the single line working and for the working of block indicators, where provided. If necessary, you may do this while accompanying the first train.

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4 Completing the arrangements

The people responsible: ***signaller, pilot***

4.1 Signaller confirming the arrangements

You must tell the pilot when you have made all your arrangements. **signaller**

When the pilot tells you that single line working can start, you must make a suitable entry in the Train Register.

4.2 Pilot allowing single line working to start

You must make sure all arrangements have been made before you allow single line working to start. **pilot**

You must tell each signaller:

- when you have made all your arrangements
- that a signaller's agent is provided
- the location of the end of degraded working sign
- the location of each intermediate handsignaller, if present
- that single line working can start.

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5 Authority for movements

The people responsible: ***pilot, signaller***

5.1 Pilot's authority

pilot

You must:

- be present and personally authorise movements which will enter or foul the single line (except as shown in section 5.2)
- before authorising the movement, get permission from the signaller who controls the entrance to the single line
- get the signaller's permission before authorising a driver to pass any signal at danger.

5.2 Signaller's authority

signaller

You may authorise a movement to pass to and from an unaffected route at a junction at the end of the single line. In this case:

- you may work signals normally
- you do not need to tell the driver that single line working applies.

You may authorise a train to pass through a trailing crossover which is on the approach to the obstruction.

You may authorise an assisting train to enter or foul the single line without the pilot being present, as long as you have the pilot's permission.

If you are the signaller at an intermediate signal box, you must not allow a train to enter or foul the single line unless the pilot is present.

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6 Pilot instructing drivers

The person responsible: ***pilot***

6.1 Authorising movements in either direction

Before authorising a movement to enter the single line in either direction, you must tell the driver: **pilot**

- over which line the single line working applies, and
- between which crossovers.

If there is more than one crossover at either end of the section, you must make sure the driver clearly understands which crossover is being used for single line working.

You must instruct the driver to pass over any AHBC that is under local control only if authorised by a green handsignal shown at the crossing.

6.2 Additional instructions for wrong-direction movements

Before authorising a movement over the single line in the wrong direction, you must also tell the driver about any of the following that apply. **pilot**

a) Signalling arrangements

You must tell the driver:

- the location of any intermediate handsignaller
- if a main aspect or stop signal will be used to control movements back to the proper line
- the location of the end of degraded working sign placed where the train must stop before being authorised to proceed back to the proper line.

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pilot

If there is no main aspect or stop signal or end of degraded working sign to mark the place the train will return back to the proper line, you must travel with the driver.

You must tell the driver to stop the train and contact the signaller:

- on a TCB line, opposite the signal which applies to the obstructed line protecting the crossover where trains return to the proper line
- on an absolute block line, opposite the home signal worked from the signal box controlling that crossover.

b) Level crossing arrangements

CCTV, OD or RC level crossing at which no attendant has been appointed

You must instruct the driver to:

- approach the crossing at caution
- pass over the crossing only if it is safe to do so.

Manually-controlled level crossing

You must instruct the driver to pass over any manually-controlled level crossing only if either of the following conditions apply.

- Crossing protected by signals - pass over only when authorised by a handsignal shown at the crossing.
- Crossing where the normal position of the barriers or gates is across the road - pass over when the driver is sure that the crossing is closed to road traffic.

Level crossing with red and green warning lights

Unless wrong-direction controls are provided, you must instruct the driver to:

- stop short of the level crossing
- sound the horn
- pass over the crossing only if it is safe to do so.

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Barrow or foot crossing with white-light indications

Unless wrong-direction controls are provided, you must instruct the driver to approach at caution and not pass over the crossing unless if it is safe to do so.

c) Points and crossings arrangements

You must tell the driver of each train to approach at caution all points, switch diamonds and swing-nose crossings and to check, if possible, they are in the correct position and not to exceed 15 mph (25 km/h) over them if:

- the points are mechanically operated
- the points are unworked
- power-operated points have not been secured and padlocked.

Where power-operated points have been secured and padlocked

You must tell the driver of the first train to approach at caution all points, switch diamonds and swing-nose crossings and check, if possible, they are in the correct position and not to exceed 15 mph (25 km/h) over them.

You must tell the driver of each subsequent train about the location of any points, switch diamonds or swing-nose crossings over which speed must be reduced below 50 mph (80 km/h) (including the crossovers leading to and from the single line) and what speed is to apply.

d) Other information

You must remind the driver about any temporary speed restrictions.

You must tell the driver about:

- emergency speed restrictions
- intermediate signal boxes which are closed.

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6.3 Driver's single line working ticket

pilot

After you have given the driver all the necessary instructions, you must give the driver a completed Driver's Single Line Working Ticket (RT3193).

You do not need to do this if the train is to enter the single line to:

- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority
- work to and from a point of obstruction.

6.4 Train worked by more than one locomotive at the front

pilot

If the train is worked by more than one locomotive at the front, you must:

- give the necessary instructions to each driver
- show the driver's ticket to each driver
- give the ticket to the driver of the leading locomotive.

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7 Pilot's duties during single line working

The person responsible: ***pilot***

7.1 Travelling with the driver

Unless there is another train to follow, you must ride with the driver in the leading cab. **pilot**

When you arrive at the other end of the single line, you must:

- collect the cancelled driver's ticket
- immediately tell the signaller that you have arrived.

7.2 Opening an intermediate signal box

Before allowing an intermediate signal box to open, you must dictate a single line working form to the signaller. **pilot**

7.3 Moving secured power-operated points

If the signaller tells you that it is necessary to move power-operated points that have been secured and padlocked to permit movements at greater than 15 mph (25 km/h), you must arrange to release them. **pilot**

When the points have again been secured, you must treat the next train to proceed in the wrong direction as the first train, as shown in section 6.2 c).

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8 Signaller's duties during single line working

The person responsible: ***signaller***

8.1 Clearing the controlling signal for right-direction movements

signaller

Before you clear the signal controlling the entrance to the single line for right-direction movements, you must make sure the pilot has given the driver the necessary instructions.

8.2 Speed restrictions

signaller

You must tell the pilot about any temporary or emergency speed restrictions that are introduced during single line working that will:

- apply on the single line
- affect any train returning to the proper line.

8.3 Moving secured power-operated points

signaller

If it becomes necessary to move power-operated points which have been secured and padlocked to permit movements at greater than 15 mph (25 km/h), you must tell the pilot.

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9 Driver's duties during single line working

The person responsible: ***driver***

9.1 Before entering the single line

Before entering the single line, you must make sure that you: **driver**

- can properly identify the pilot who will wear the PILOT armband
- clearly understand all the instructions the pilot has given you
- have the personal authority of the pilot to enter the single line.

You must also make sure the pilot has given you a Driver's Single Line Working Ticket (RT3193). However, you do not need this ticket if your train is to enter the single line to:

- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority
- work to and from a point of obstruction.

If the train is being worked by more than one locomotive at the front, the pilot will show the driver's ticket to each driver and then give the ticket to the driver in the leading cab.

9.2 Obeying handsignals

When instructed by the pilot, you must make sure you clearly understand at which locations your train will be controlled by a handsignal (see table on page 13). **driver**

You must stop at each of these locations unless a proceed handsignal is shown.

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9.3 Right-direction movements

driver

When travelling over the single line in the right direction, you must:

- obey each signal, or
- obey the DMI when ERTMS is in operation.

You do not need to travel at any reduced speed, other than at locations where you must proceed at caution or as described in section 9.5.

9.4 Wrong-direction movements

9.4.1 Controlling movements

driver

Your train movement in the wrong direction will be controlled by handsignals, except where it is possible for shunting or position light signals to be worked.

An end of degraded working sign is not provided if there is a main aspect or stop signal to return the train to the proper line at the end of the single line.

9.4.2 Train speed

You must not exceed 50 mph (80 km/h), or the permissible speed if lower.

9.4.3 Signals on the obstructed line

You must disregard fixed signals on the obstructed line, except:

- on a TCB line, the signal protecting the crossover where trains return to the proper line if there is no end of degraded working sign provided.
- on an absolute block line, the home signal worked from the signal box controlling that crossover if there is no end of degraded working sign provided.

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9.4.4 Level crossings

When approaching any level crossing, not fitted with wrong-direction controls, you must carry out the pilot's instructions (see section 6.2 b).

9.4.5 Returning to the proper line

driver

If there is a main aspect or stop signal

If there is a signal for the movement, you can proceed when the signal is cleared.

If there is an end of degraded working sign

If the crossover where the train is to return to the proper line is facing to the movement, you must:

- stop at the end of degraded working sign
- get the signaller's permission for your train to pass the end of degraded working sign to proceed over the crossover.

If the crossover is trailing to the movement, you must:

- stop at the end of degraded working sign
- ask the signaller for instructions about how far the train can proceed forward.

If there is no main aspect signal or end of degraded working sign

If there is no signal or end of degraded working sign to mark the point the train is to return to the proper line, the pilot will travel with you and will tell you to stop the train:

- on a TCB line, opposite the signal which applies to the obstructed line protecting the crossover where trains return to the proper line
- on an absolute block line, opposite the home signal worked from the signal box controlling that crossover.

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9.5 First train over the single line

a) When accompanied by the pilot

driver

If you are the driver of the first train over the single line, you must stop, if instructed to do so, to allow the pilot to:

- tell anyone who is working on or near the line used for the single line working that single line working has been introduced
- tell any crossing keeper about the single line working arrangements
- check that points are properly secured.

b) When not accompanied by the pilot

driver

If you are the driver of the first train over the single line you must, if instructed by the pilot before you entered the single line, stop and tell anyone who is working on or near the line used for single line working:

- that single line working has been introduced, and
- the line over which it applies.

9.6 Disposing of the driver's single line working ticket

a) When accompanied by the pilot

driver

On reaching the end of the single line you must:

- cancel your ticket by writing 'CANCELLED' across it
- give the ticket to the pilot.

b) When not accompanied by the pilot

You do not need to stop at the end of the single line to give up the ticket unless specially instructed to do so. However, you must:

- as soon as possible, cancel the ticket by writing 'CANCELLED' across it
- hand in the ticket as shown in your company's instructions.

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10 Working of trains to and from the point of obstruction

The person responsible: ***pilot***

10.1 Method

When both lines of a double line are blocked and trains are required to work to and from the point of obstruction, you must introduce single line working arrangements over one line only. **pilot**

You must complete an RT3191 form with the arrangements that will apply.

If there is another signaller involved on the other side of the obstruction, you must tell that signaller when arrangements for working trains to and from the point of obstruction have been introduced and withdrawn.

This arrangement can be introduced on both sides of the obstruction, but separate pilots will need to be appointed for each side.

10.2 Protection arrangements

You must make sure one of the following is provided at the place where trains will have to stop on the approach to the obstruction. **pilot**

- A signal kept at danger.
- Emergency protection as described in module M1 *Dealing with a train accident or train evacuation* or handbook 2 *Instructions for track workers who use emergency protection equipment.*
- Possession protection as described in module T3 *Possession of a running line for engineering work.*

If the emergency protection or possession protection has already been placed, you must, if necessary, arrange for that protection to be moved to a more suitable location so that trains can reach the place where they are required to stop.

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10.3 Travelling with the driver

pilot

You must always travel with the driver over the single-line section.

You do not need to give the driver an RT3193 driver's ticket.

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11 Single line working on track circuit block lines where more than one running line is available

The people responsible: ***pilot, signaller***

Note: the locations, signal numbers and point numbers given in this section refer to the example of typical arrangements shown in diagram P1.3 on page 33.

11.1 Method

You may introduce single line working over one of the unobstructed lines if all the following apply. **pilot**

- There are more than two running lines.
- All lines in one direction are blocked.
- Two or more lines in the opposite direction remain open.

You must arrange for:

- trains running in the normal direction to travel over an unobstructed line that is not being used for single line working
- trains that cannot run in the normal direction, because of the blockage, to travel over the single line under single line working arrangements as set out in this module.

You must arrange for single line working forms and tickets to be amended to reflect the method of working.

11.2 Wrong-direction movements

You must arrange for trains arriving at location A on the up fast or up slow line, to proceed under your authority over the down fast line under single line working arrangements, as far as crossover 805 at location B where they must return to the proper line. **pilot**

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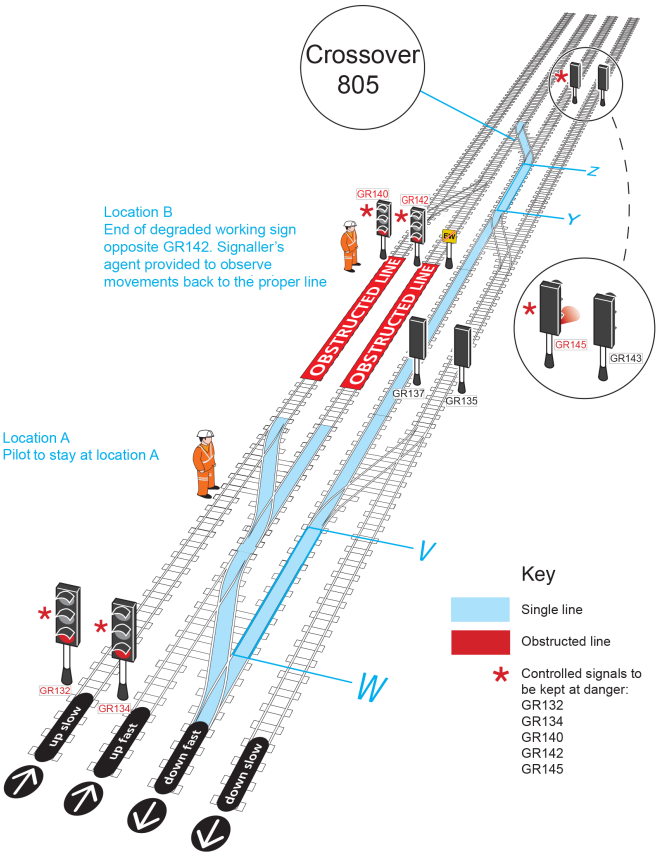
pilot

Up trains Must pass over the down fast line under single line working on the authority of the pilot at location A.

Down trains Must pass normally over the down slow line.



Example of typical single line working arrangements on TCB lines where more than one running line is available

Diagram P1.3

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11.3 Where conflicting movements can be avoided

signaller

Whenever possible, to avoid trains travelling in the right direction conflicting with trains travelling in the wrong direction, you must:

- divert trains travelling in the right direction to another line before they reach the single line working
- allow these trains to continue on that line beyond the single line working.

You must not give permission to the pilot to authorise an up train to leave location A, unless:

- the crossover is set, and where necessary, secured in the correct position
- the line is clear up to the overlap of the next signal beyond crossover 805 at location B.

11.4 Where conflicting movements cannot be avoided

pilot, signaller

Where conflicting movements cannot be avoided, the following arrangements must be applied.

a) Positioning a signaller's agent and end of degraded working sign

pilot

You must position an end of degraded working sign opposite GR142 signal at location B and a signaller's agent in a place with a good line of sight to the end of degraded working sign.

b) Giving permission for up trains to leave location A

signaller

You must not give permission to the pilot to authorise an up train to leave location A unless:

- the line is clear to a point 183 metres (200 yards) beyond the end of degraded working sign located opposite GR142
- you have not authorised any conflicting movement within this distance.

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c) Giving permission for up trains to pass the end of degraded working sign at location B

signaller

You may give permission for an up train to return to the proper line as long as:

- the crossover is set, and where necessary, secured in the correct position
- the line is clear up to the overlap of the next signal beyond crossover 805
- you have not authorised any conflicting movement
- you have told the signaller's agent that the train can proceed.

d) Authorising the movement of down trains at location B

pilot

You do not need to be present at location B to authorise movements of trains between Z and Y.

signaller

You do not need permission from the pilot before you authorise a down train to pass signal GR145 at danger to proceed between Z and Y to cross to the down slow line.

e) Authorising down trains at location A

You do not need permission from the pilot before you authorise a down train to cross from the down slow line to the down fast line between V and W.

11.5 Telling the driver

signaller

If the single line working arrangements have not been published in the *Weekly Operating Notice*, you must tell the driver of each train travelling in the normal direction that trains on the adjoining line may be running in the opposite direction.

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12 Dealing with a failed train

The people responsible: ***pilot, signaller***

12.1 If the pilot is on the failed train

You must tell the signaller about the circumstances, giving the location of the failed train. **pilot**

If assistance is required, you must arrange with the signaller for this to be provided. If the driver asks you to do so, you may carry out the appropriate protection as shown in module M2 *Train stopped by train failure.*

You must get the signaller's permission before making any movement if the train is to return to the same end of the single line from which it entered.

12.2 If the pilot is not on the failed train

You must travel with the assisting train if: **pilot**

- the assistance is to come from the rear, and
- the failed train is to be withdrawn to the rear.

12.3 Getting permission from the pilot

You must get permission from the pilot before authorising an assisting train to proceed onto the single line. **signaller**

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13 Change of pilot or signaller

The people responsible: ***pilot, signaller***

13.1 Change of pilot

pilot

When you are relieved, you must:

- make sure the new pilot understands the arrangements for single line working
- tell each signaller the name of the new pilot.

Once you have been relieved, you must not ride in the driving cab of any train over the single line.

If you are the new pilot, you must sign the pilot's form.

signaller

You must record the name of the new pilot and the time on your signaller's form.

13.2 Change of signaller

signaller

When you are relieved, you must make sure the new signaller understands the arrangements for single line working, and signs the signaller's form in your presence.

If you are the new signaller, you must tell the pilot your name as soon as possible.

pilot

You must record the new signaller's name and the time on your pilot's form.

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14 Withdrawing single line working

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

14.1 Pilot's authority

Only you can authorise the withdrawal of single line working. **pilot**

You can authorise single line working to be withdrawn before the obstructed line is clear if:

- the arrangements have been published, or
- you have agreement from Operations Control.

You must tell each signaller immediately when single line working is to be withdrawn.

14.2 When the last train is clear of the single line

You must withdraw the arrangements for single line working that apply as follows: **pilot**

a) Protection and signalling

You must arrange for any:

- end of degraded working sign to be removed
- intermediate handsignallers to be withdrawn
- secured points to be released
- green flags or green lights to be removed
- red flags or red lights provided under section 3.2 of this module to be removed.

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pilot

b) Station working

You must arrange to tell the person in charge at any station where the platform working was affected:

- that single line working has been withdrawn
- whether the obstructed line is open or is to stay blocked.

c) Level crossings

pilot

You must arrange to tell any crossing keeper affected:

- that single line working has been withdrawn
- whether the obstructed line is open or is to stay blocked.

If the crossing keeper cannot be told, you must arrange for the driver of the first train through the section to be instructed to stop at the crossing and tell the crossing keeper.

d) Personnel working on or near the line used for single line working

You must arrange for the driver of the first train that is to proceed after single line working is withdrawn, to stop and tell anyone who is working on or near the line which is being used for single line working:

- that single line working has been withdrawn
- whether the obstructed line is open or is to stay blocked.

You do not need to do this if the single line working is published in the *Weekly Operating Notice* and the details, including the time single line working is withdrawn, have not changed.

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e) Obstructed line pilot

You must tell the individual working alone (IWA), controller of site safety (COSS) or safe work leader (SWL), as appropriate, that single line working has been withdrawn, if work on the obstructed line is to continue:

- under line blockage as shown in module TS1 *General signalling regulations* regulation 13.2, handbook 8 *IWA, COSS or PC blocking a line* or handbook 21 *Safe work leader (SWL) blocking a line*, or
- under possession as shown in module T3 *Possession of a running line for engineering work*.

14.3 Resuming normal working

When the single line working arrangements have been withdrawn, you must: pilot

- tell each signaller involved to cancel their form
- confirm with each signaller that they have done this
- cancel your pilot's form.

You can allow normal working to resume when you have cancelled your signaller's form and told the pilot. signaller

Where single line working had been introduced on both sides of an obstruction, you must not resume normal working until you have been told by the pilots on both sides of the obstruction that single line working is withdrawn.

You must make a suitable entry in the Train Register.

You must forward your cancelled single line working forms and driver's tickets as shown in company instructions. pilot, signaller

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14.4 First train through the section

driver

If you are the driver of the first train through the section, if instructed by the signaller to do so, you must stop to tell anyone working on or near the line that was used for single line working:

- that single line working has been withdrawn
- whether the obstructed line is open or is to stay blocked.

If instructed, you must also stop and tell any crossing keeper.

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Notes

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