RAIL SAFETY AND STANDARDS BOARD

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Briefing Leaflet

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The following modules and handbooks will be re-issued and come into force on 06 December 2025:

Handbook 1 General duties and track safety for track workers

Handbook 3 Duties of the lookout and site warden

Handbook 5 Handsignalling duties

Handbook 7 General duties of a controller of site safety (COSS)

Handbook 9 IWA or COSS setting up safe systems of work within possessions

Handbook 9 ERTMS IWA or COSS setting up safe systems of work within possessions on ERTMS lines where lineside signals are not provided

Handbook 12 Duties of the engineering supervisor (ES) in a possession

Handbook 12 ERTMS Duties of the engineering supervisor (ES) in a possession on ERTMS lines where lineside signals are not provided

Handbook 19 work on signalling equipment - duties of the signalling technician

Module AC AC electrified lines

Module DC DC electrified lines

Module G1 General safety responsibilities and personal track safety for non-track workers

Module M1 Dealing with a train accident or train evacuation

Module M2 Train stopped by train failure

Module M3 Managing incidents, floods and snow

Module P1 Single line working

Module P2 Working single and bi-directional lines by pilot

Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities.

Module SS1 Station duties and train dispatch

Module T3 Possession of a running line for engineering work

Module TS1 General signalling regulations

Module TS2 Track circuit block regulations

Module TS3 Absolute block regulations

Module TS11 Failure of, or work on, signalling equipment - signallers' 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

RS523 GSM-R Handbook

Handbook 1 General duties and track safety for track workers

KEY CHANGES

The definition of 'the lineside' has been changed by removing the reference to a boundary fence, which does not exist in every case.

There was a recent incident in which a track worker who happened to have some knowledge of dangerous goods reported a problem on a passing train. Similar general instructions on reporting a dangerous goods incident to those in module G1 *General safety responsibilities and personal track safety for non-track workers* have been included in this handbook to give an awareness of actions that may be appropriate when a train is seen to pass.

Following a near miss it has been pointed out that the explanation of the limited clearance warning sign states that it applies when trains are approaching. The risk applies throughout the time that any trains are running, and the explanation has been changed to reflect this.

DETAIL OF CHANGES
Section headings in bold relate to issue 9 of Handbook 1.

1 Definitions

The definition of 'the lineside' has been changed to refer to 'the boundary' rather than 'the boundary fence'. Some confusion arose in one case as to the intended limits at a location where there was no fence marking the boundary.

6 Reporting an accident or dangerous goods incident

The title has been changed as a result of the introduction of a new section 6.2.

6.1 Reporting an accident
This section contains the content of the previous section 6.

6.2 Reporting a dangerous goods incident
This is a new section including general instructions for reporting a dangerous goods incident.

10 Limited clearance signs

The rule has stated that no-one must enter or stand at the location when a train is approaching. This is incorrect as the risk applies whenever trains are running, and the wording has been changed to state that this is the meaning of the sign.

Handbook 3 Duties of the lookout and site warden

KEY CHANGES

Changes have been made to the situations in which unassisted lookouts can be used as a safe system of work, and this handbook has been amended to reflect those changes.

When a group is working, unassisted lookouts can only be used when the permissible speed of approaching trains does not exceed 25 mph (40 km/h), and cannot be used if more than one running line leads onto the line for which a lookout is appointed.

Site lookouts are not allowed during darkness, poor visibility or when in or near a tunnel. Distant and intermediate lookouts are not allowed to be used.

The use of lookouts when a group is walking is no longer allowed.

The use of lookouts when a group is to work within a work site is no longer allowed.

A group can no longer work within a possession outside a work site without the permission of the PICOP.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to that obsolete competency has been removed.

DETAIL OF CHANGES
Section headings in bold relate to issue 4 of Handbook 3.

3 Site warden duties

This section has been changed to remove reference to the obsolete competency of safe work leader.

4 Lookout duties - general

Reference to the lookout's view being 'blocked' has been changed to 'obscured' to explain that this refers to both stationary and moving obstructions.

The 'Note' has been changed to remove reference to distant and intermediate lookouts which are no longer permitted and to 'pee-wee' which is no longer used.

The 'Note' has also been changed to say that site lookouts cannot be used during darkness, poor visibility or when in or near a tunnel.

This section has been changed to remove reference to the obsolete competency of safe work leader.

5 Site-lookout duties

This section has been changed to remove reference to distant and intermediate lookouts which are no longer permitted. Sections 6 and 7 have been withdrawn.

This section has been changed to remove reference to the obsolete competency of safe work leader.

Handbook 5 Handsignalling duties

KEY CHANGES

As part of the industry move to reduce the use of detonators, single line working rules have changed. An end of degraded working sign will now be provided in place of the handsignaller at the end of the single line section for trains travelling in the wrong direction. A handsignaller acting as a 'signaller's agent' will be provided in a position where they can clearly see the end of degraded working sign and trains passing it.

The signaller's agent must make an emergency call to the signaller if they see a train passing the end of degraded working sign without authority. There is no longer a requirement to place a detonator on the rails at this location.

Handsignallers are still required for dividing a single line working section and are now referred to as intermediate handsignallers.

Temporary block working (TBW) has been removed from GERT8000-S5. The TBW section has been withdrawn from this handbook and subsequent sections have been renumbered. The text has been updated to clarify that single line working is the only situation in which an intermediate handsignaller can be appointed.

DETAIL OF CHANGES
Section headings in bold relate to issue 3 of handbook HB5.

4 When a handsignaller can be used

As a result of the removal of section 5 *Temporary Block Working,* this section has been updated to clarify that the only occasion when a handsignaller may be appointed is when appointed by the pilot for single line working. They are now referred to as 'intermediate handsignallers' as part of changes to renumbered section 5 *Single line working*.

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'. This change has been published in the Periodical Operating Notice since December 2022.

5 Single line working (SLW)

As a result of the removal of section 5 *Temporary Block Working*, this section has been renumbered 5.

5.1 Staying where appointed
As a result of the removal of section 5 *Temporary Block Working*, this section has been renumbered 5.1.

This section has been changed to reflect the changes to single line working rules. The section has been split into sub-topics depending on whether staff are required to work as a signaller's agent at the end of the single line working section, or an intermediate handsignaller working to split the single line working section, or at level crossings.

Diagram HB5.2 has been updated showing the use of an end of degraded working sign and signaller's agent in place of the previous handsignaller and detonator.

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'. This change has been published in the Periodical Operating Notice since December 2022.

5.2 Trains travelling in the wrong direction

As a result of the removal of section 5 *Temporary Block Working*, this section has been renumbered 5.2.

This section has been amended to reflect the changes to single line working rules. This section has been split into sub-topics depending on whether staff are required to work as a signaller's agent or an intermediate handsignaller.

5.3 Trains travelling in the right direction

As a result of the removal of section 5 *Temporary Block Working*, this section has been renumbered 5.3.

This section has been changed to reflect the changes to single line working rules. The section has been split into sub-topics depending on whether staff are required to work as a signaller's agent at the end of the single line working section, or an intermediate handsignaller.

6 Telephones with limited clearance

As a result of the removal of section 5 *Temporary Block Working*, this section has been renumbered 6.

7 Using tents near the line

As a result of the removal of section 5 *Temporary Block Working*, this section has been renumbered 7.

Handbook 7 General duties of a controller of site safety (COSS)

KEY CHANGES

Changes have been made to the situations in which unassisted lookouts can be used as a safe system of work, and this handbook has been amended to reflect those changes.

Using unassisted lookouts as a safe system of work when a group is walking is no longer permitted.

When a group is working, unassisted lookouts can only be used if this is planned in advance and authorised at director level. The permissible speed of approaching trains must not exceed 25 mph (40 km/h), and cannot be reduced to this speed by a temporary or emergency speed restriction.

No open lines can be crossed to reach a position of safety.

Lookouts are not allowed during darkness, poor visibility or when in or near a tunnel.

Lookouts can only be used if trains can only approach on the line being worked on or an adjacent line, and cannot be routed onto that line after becoming visible.

Distant and intermediate lookouts are not allowed to be used.

Following an investigation into a near miss, a fuller explanation has been given of how a COSS is to monitor the activities of a group and the action to be taken when a group is required to be split. In that case, it is now stated that a 'new' group must be under the supervision of a COSS and ceases to be the responsibility of the original COSS.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of Handbook 7.

5 Walking with a group

5.1 Before starting to walk with a group

This section has been changed to state that lookouts cannot be used as a safe system of work.

6 Working with a group

6.1 Remaining with your group

A new instruction has been added giving more detail on observing the group.

There is a new instruction concerning members not leaving the group to work as a separate group until under the supervision of another COSS.

6.8 Safe system of work using lookouts (lookout warning)

This section has been changed as a result of the changed conditions when lookouts are permitted to be used.

The first condition for using lookouts has been strengthened to say that they can only be used when no alternative safe system of work can be used.

The definition of an approaching train has been changed as a result of the limitations on which lines a train can approach.

Aid to working out warning times

This section has been simplified as the use of distant and intermediate lookouts is no longer permitted, explaining the responsibilities of the COSS.

An explanation has been added that the sighting distance charts still contain reference to speeds of more than 25 mph (40 km/h) as these may be required when equipment warning is in use.

Handbook 9 IWA or COSS setting up safe systems of work within possessions

KEY CHANGES

The use of unassisted lookouts is no longer permitted within a work site, or when a group is working outside a work site without the PICOP's authority.

The requirement for a COSS or IWA to sign the work-site certificate when protection is no longer required can be laborious and time consuming, and can involve a lengthy road journey with the potential for fatigue and road accident risk. The requirement for a signature has been removed and instead the engineering supervisor must record the details on the work-site certificate.

The competency of safe work leader (SWL) is no longer a recognised one. All references to SWL have been removed from this handbook.

As a result of the reissue of Handbooks 6 and 7 in 2024, some cross-references in this handbook were changed. These changes have previously been published in the *Periodical Operating Notice* since December 2024.

DETAIL OF CHANGES
Section headings in bold relate to issue 9 of Handbook 9.

1 Definitions

This section has been changed to remove reference to the obsolete competency of safe work leader.

3 Working within a work site

3.1 Agreeing the site of work with the ES
This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.2 Agreeing the arrangements before the work site is granted
This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.3 Safe system of work where all lines are blocked (safeguarded)
The cross-references in this section to handbooks 6 and 7 have been changed as a result of the re-issue of those handbooks. This has been previously published in the *Periodical Operating Notice.*

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.4 Safe system of work using a safety barrier (fenced)

The cross-references in this section to handbooks 6 and 7 have been changed as a result of the re-issue of those handbooks. This has been previously published in the *Periodical Operating Notice*.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.5 Safe system of work (separated)

The cross-reference in this section to handbook 7 has been changed as a result of the re-issue of that handbook. This has been previously published in the *Periodical Operating Notice*.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.7 When your safe system of work includes movements at no more than 5 mph (10 km/h)

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.8 When protection from the ES is no longer needed

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

The requirement to sign the work-site certificate has been removed.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.9 When protection is no longer needed and the ES is to be advised by telephone

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.10 If work is to be carried out on a rail vehicle

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

4 Working outside a work site

Section 4.3 (Working without the PICOP's authority) has been withdrawn as this method of working is no longer permitted.

Handbook 9 ERTMS IWA or COSS setting up safe systems of work within possessions on ERTMS lines where lineside signals are not provided

KEY CHANGES

The use of unassisted lookouts is no longer permitted within a work site, or when a group is working outside a work site without the PICOP's authority.

The requirement for a COSS or IWA to sign the work-site certificate when protection is no longer required can be laborious and time consuming, and can involve a lengthy road journey with the potential for fatigue and road accident risk. The requirement for a signature has been removed and instead the engineering supervisor must record the details on the work-site certificate.

The competency of safe work leader (SWL) is no longer a recognised one. All references to SWL have been removed from this handbook.

As a result of the reissue of Handbooks 6 and 7 in 2024 some cross-references in this handbook were changed. These changes have previously been published in the *Periodical Operating Notice* since December 2024.

DETAIL OF CHANGES
Section headings in bold relate to issue 3 of Handbook 9 ERTMS.

1 Definitions

This section has been changed to remove reference to the obsolete competency of safe work leader.

3 Working within a work site

3.1 Agreeing the site of work with the ES
This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.2 Agreeing the arrangements before the work site is granted
This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.3 Safe system of work where all lines are blocked (safeguarded)
The cross-references in this section to handbooks 6 and 7 have been changed as a result of the re-issue of those handbooks. This has been previously published in the *Periodical Operating Notice.*

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL) and to be consistent in wording concerning speed with Handbook 9 *IWA or COSS setting up safe systems of work within possessions.*

3.4 Safe system of work using a safety barrier (fenced)

The cross-references in this section to handbooks 6 and 7 have been changed as a result of the re-issue of those handbooks. This has been previously published in the *Periodical Operating Notice*.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL) and to be consistent with wording concerning speed in Handbook 9 *IWA or COSS setting up safe systems of work within possessions.*

3.5 Safe system of work (separated)

The cross-reference in this section to handbook 7 has been changed as a result of the re-issue of that handbook. This has been previously published in the *Periodical Operating Notice*.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL) and to be consistent with wording concerning speed with Handbook 9 *IWA or COSS setting up safe systems of work within possessions.*

3.7 When your safe system of work includes movements at no more than 5 mph (10 km/h)

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.8 When protection from the ES is no longer needed

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

The requirement to sign the work-site certificate has been removed.

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

3.9 When protection is no longer needed and the ES is to be advised by telephone

This section has been renumbered as a result of the withdrawal of the previous section 3.7 (Safe system of work using lookouts).

This section has been changed to remove reference to the obsolete competency of safe work leader (SWL).

4 Working outside a work site

Section 4.3 (Working without the PICOP's authority) has been withdrawn as this method of working is no longer permitted.

Handbook 12 Duties of the engineering supervisor (ES) in a possession

KEY CHANGES

A previous ability to allow COSSs to start work in connection with isolation activities before a work site was set up was removed but was reported to have caused difficulties. As a result, trials have taken place of an arrangement under which the COSS would receive a work-site briefing and the details recorded by the engineering supervisor on an appendix B to the work-site certificate. This arrangement has now been introduced in this handbook, to apply when a COSS is to carry out ac isolation duties. This covers isolations in the Merseyrail electrified area where the procedures are similar to those on ac electrified lines, but not to other dc electrified areas where different instructions apply.

The requirement for a COSS or IWA to sign the work-site certificate when protection is no longer required can be laborious and time consuming and can involve a lengthy road journey with the potential for fatigue and road accident risk. The requirement for a signature has been removed and instead the engineering supervisor must record the details on the work-site certificate.

To reduce the use of unassisted lookouts as a safe system of work, this is no longer permitted within a work site. Section 4.7 has been withdrawn. A COSS must use another of the safe systems of work shown.

The work-site certificate (RT3199) has been updated to remove reference to the obsolete competency of safe work leader (SWL).

DETAIL OF CHANGES

Section headings in bold relate to issue 11 of Handbook 12.

3 Setting up the work site

3.3 Setting up the work site

The ES is now permitted to allow a COSS to start work in connection with ac isolation duties before the work site is set up.

This requires the use of a new form entitled *Appendix B to RT3199 Additional controls applied to isolation personnel only.*

4 Agreeing the safe system of work with each COSS/IWA

Lookout warning is no longer allowed as a safe system of work within a work site, and section 4.7 has been withdrawn.

10 Giving up the work site

10.1 Normal arrangements

The requirement to sign the work-site certificate has been removed.

10.3 When every COSS or IWA no longer needs protection

The requirement to sign the work-site certificate has been removed.

RT3199 Work-site certificate

This form has been updated to remove reference to the obsolete competency of safe work leader (SWL).

A new form entitled *Appendix B to RT3199 Additional controls applied to isolation personnel only* has been introduced for use when those staff are given a work-site briefing before the work-site marker boards have been put up.

Handbook 12 ERTMS Duties of the engineering supervisor (ES) in a possession on ERTMS lines where lineside signals are not provided

KEY CHANGES

The requirement for a COSS or IWA to sign the work-site certificate when protection is no longer required can be laborious and time consuming and can involve a lengthy road journey with the potential for fatigue and road accident risk. The requirement for a signature has been removed and instead the engineering supervisor must record the details on the work-site certificate.

To reduce the use of unassisted lookouts as a safe system of work, this is no longer permitted within a work site. Section 4.7 has been withdrawn. A COSS must use another of the safe systems of work shown.

The competency of safe work leader (SWL) is no longer a recognised one and all reference to this obsolete competency has been removed, including a change to the title.

DETAIL OF CHANGES
Section headings in bold relate to issue 4 of Handbook 12 ERTMS.

2 Competence and identification

This section has been changed to remove reference to the obsolete competency of safe work leader.

4 Agreeing the safe system of work with each COSS/IWA

Lookout warning is no longer allowed as a safe system of work within a work site, and section 4.7 has been withdrawn.

8 Change of personnel

8.1 Change of ES
This section has been changed to remove reference to the obsolete competency of safe work leader.

10 Giving up the work site

10.1 Normal arrangements
The requirement to sign the work-site certificate has been removed.

10.2 Arrangements where the COSS or IWA is to telephone the ES

This section has been changed to remove reference to the obsolete competency of safe work leader.

10.3 When every COSS or IWA no longer needs protection

The requirement to sign the work-site certificate has been removed.

Handbook 19 Work on signalling equipment - duties of the signalling technician

KEY CHANGE

Signallers' instructions allow a signaller to tell a signalling technician to operate and secure defective power-operated points before the arrival of a points operator or route-setting agent. There is no corresponding instruction in this handbook. As a result, there have been suggestions that the signalling technician should be carrying out the duties of a points operator or route-setting agent. This is not the case, as those responsibilities apply in the case of a failure resulting in successive operation of a failed set of points to allow train movement to continue, rather than a single operation of the failed points. To overcome this, an instruction has been included in this handbook which corresponds to the signaller's instruction.

DETAIL OF CHANGES

Section headings in bold relate to issue 6 of Handbook 19.

5 Equipment that has failed

5.1 Before starting work on the failure

A new instruction has been included to make it clear that the signalling technician is only operating the points as an interim measure.

Module AC AC Electrified Lines

KEY CHANGES

To reduce the use of detonators across the industry, the rules for operating trains past a protecting signal towards an isolated section have been updated. The isolated section was marked by a possession limit board and three detonators.

Industry research has prompted a change, removing the use of detonators while keeping the possession limit board as a marker to indicate the limit of the movement. The rules now feature clearer communication between the signaller and the driver to ensure both parties fully understand the procedures and the extent of the movement.

Wording in this module and GERT8000-DC have been aligned to follow the same style.

DETAIL OF CHANGES

Section headings in bold relate to issue 9 of module AC.

11 Electric trains moving to or from non-electrified lines or lines blocked to electric trains

11.1 Towards an isolated section

The use of detonators has been removed from this section but the requirement to make sure the isolated section is marked with a possession limit board remains. The signaller must now make sure the driver fully understands what is to take place. The driver must also be sure of the limit of the movement. A new requirement that the movement must be made from the leading cab in line with the same method of working in GERT8000-DC has also been added.

Module DC DC Electrified Lines

KEY CHANGES

To reduce the use of detonators across the industry, the rules for operating trains past a protecting signal towards an isolated section have been updated. The isolated section was marked by a possession limit board and three detonators.

Industry research has prompted a change, removing the use of detonators while keeping the possession limit board as a marker to indicate the limit of the movement. The rules now feature clearer communication between the signaller and the driver to ensure both parties fully understand the procedures and the extent of the movement.

Wording in this module and GERT8000-AC have been aligned to follow the same style.

An incorrect version of section 14.7 was published in the last issue and the correct version has now been included.

DETAIL OF CHANGES

Section headings in bold relate to issue 7 of module DC.

12 Moving electric trains and multi-mode trains between live and isolated sections

12.1 Moving an electric train towards an isolated section

The use of detonators has been removed from this section but the requirement to make sure the isolated section is marked with a possession limit board remains. The signaller must now make sure the driver fully understands what is to take place. The driver must also be sure of the limit of the movement. Wording has been amended to follow that of section 11.1 of GERT8000-AC *AC electrified lines*.

14 Power changeover (PCO)

14.7 Defective APCo balise

This requires a signaller who has received a report concerning a defective balise that will prevent APCo taking place to stop the next train to which APCo applies and ask that driver to report whether there is any difficulty with the changeover. If not, normal working can be resumed. If there is any difficulty, the drivers of subsequent trains must be advised.

This refers to a balise that will prevent APCo taking place and not to the zero balise that only operates if changeover has not already taken place.

The driver's instructions explain when APCo must have been completed in relation to the location of signs.

The version of this section that was published in March 2025 was not the correct one, and this is what should have been published.

Module G1 General safety responsibilities and personal safety for non-track workers

KEY CHANGES

Section 1.1 has been changed to give more guidance on what to take into consideration when adopting an alternative rule or arrangement, deciding whether an alternative rule can be applied, including the use of a decision-making tool.

Section 4.4 (Reporting a dangerous goods incident) has been reworded to remove ambiguity.

To remove gender-specific language from the Rule Book which might imply that a task can only be carried out by a man, the term 'pilotman' has been replaced by pilot. The references in section 5.3 and 5.6 of this module have been published as amended in the *Periodical Operating Notice* since December 2022 and have now been published in this issue.

The definition of 'the lineside' has been changed by removing the reference to a boundary fence, which does not exist in every case.

Following a near miss it has been pointed out that the explanation of the limited clearance warning sign states that it applies when trains are approaching. The risk applies throughout the time that any trains are running, and the explanation has been changed to a more correct statement to that effect.

DETAIL OF CHANGES

Section headings in bold relate to issue 10 of module G1.

1 General responsibilities

1.1 Rules, regulations and instructions

This section has been changed to give more context as to how the decision to adopt an alternative course of action is taken.

4 Accidents

4.4 Reporting a dangerous goods incident

The wording of this section has been changed to remove ambiguity.

5 Communications procedure

5.3 Lead responsibility

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'.

This change has been published in the *Periodical Operating Notice* since December 2022.

5.6 Signaller instructing a driver

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'.

This change has been published in the *Periodical Operating Notice* since December 2022.

6 Trackside definitions

The definition of 'the lineside' has been changed to refer to 'the boundary' rather than 'the boundary fence'. Some confusion arose in one case as to the intended limits at a location where there was no fence marking the boundary.

8 Limited clearances and related warning signs

8.1 Limited clearance signs

This rule previously stated that no-one must enter or stand at the location when a train is approaching. This is incorrect as the risk applies whenever trains are running, and the wording has been changed to state that this is the meaning of the sign.

Module M1 Dealing with a train accident or train evacuation

KEY CHANGES

Changes have been made to this module following updates to GERT8000-S5 that withdrew temporary block working and introduced extended block working.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of module M1.

3 Emergency protection

3.1 Providing emergency protection

This section has been changed to remove the reference to temporary block working. The phrase emergency special working has been updated to extended block working.

3.8 Protecting your own line

This section has been changed to remove the reference to temporary block working. The phrase emergency special working has been updated to extended block working.

Module M2 Train stopped by train failure

KEY CHANGES

Changes have been made to this module following updates to GERT8000-S5 that withdrew temporary block working and introduced extended block working.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of module M2.

2 Protecting the failed train with emergency protection

2.1 When to place emergency protection

This section has been changed to remove the reference to temporary block working. The phrase emergency special working has been updated to extended block working.

Module M3 Managing incidents, floods and snow

KEY CHANGES

The description of flood water that does not prevent continued operation has been changed more than once but has still proved difficult to understand. The significant point is not that the water is 'still' but that it is not moving in a way that is likely to dislodge ballast or has not dislodged any. The wording of section 4.2 has been changed to explain this more clearly.

DETAIL OF CHANGES

Section headings in bold relate to issue 5 of module M3.

4 Flood, flowing or pooling water

4.2 Train running

This section has been changed to explain more clearly when trains can continue to run.

Module P1 Single line working

KEY CHANGES

To reduce the use of detonators across the industry, the rules for signalling trains in the wrong direction during single line working have been updated. The requirement for a detonator and handsignaller at the end of the single line working section has been changed.

The handsignaller can now act as signaller's agent at the end of the section. The handsignal has been replaced by an end of degraded working sign. This sign, previously used only for emergency special working, is now applied in a broader range of uses.

The signaller's agent is positioned to be able to observe all movements past the sign for trains in the wrong direction and is able to make an emergency call to the signaller for any unauthorised movements.

Handsignallers are still required at intermediate points if a single line working section is to be divided, and references to these have been updated to 'intermediate handsignallers' to clarify their specific roles.

Forms RT3191, RT3192 and RT3193 have been updated as a result of this reduction in the use of detonators during single line working. They have also been updated to correct omissions concerning working to and from a point of obstruction during single line working.

The references to handsignallers being used at the end of a single line working section have been replaced by reference to signaller's agents and an end of degraded working sign. Other handsignallers such as those used when a single line section is divided are now referred to as 'intermediate handsignallers'.

DETAIL OF CHANGES

Section headings in bold relate to issue 9 of module P1.

3 After the forms have been dictated

3.5.1 Signaller controlling wrong-direction movements

This section has been rewritten to include reference to the signaller's agent and renaming of handsignallers to intermediate handsignallers in line with the changes to single line working rules.

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

This section has been retitled and reworded to include reference to the use of the end of degraded working sign and signaller's agent in place of the handsignaller previously used at the end of the single line working section.

Reference to placing the sign and agent if there is a position light or shunt signal has been added for clarity.

A list of where intermediate handsignallers are required to be positioned has also been added for clarity.

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

This section has been retitled and reworded to add in the use of an end of degraded working sign and signaller's agent.

The word 'intermediate' has been added to denote the handsignaller is still required if a single line working section is to be divided.

The table in this section has also been revised because of the changes, and handsignals at level crossings have been removed from it as this job was not the duty of a handsignaller.

Diagrams P1.1 and P1.2 have also been changed, removing the detonators protecting the obstruction as these do not always need to be used. Also, the diagrams have changed to remove the handsignaller and replaced with the end of degraded working sign opposite the signal on the proper line.

3.5.4 During poor visibility

This section has removed the reference to the handsignaller and replaced it with the use of a signaller's agent and end of degraded working sign. A new requirement for the pilot to travel on every train has been added.

4 Completing the arrangements

4.2 Pilot allowing single line working to start

Reference to the use of the end of degraded working sign and position of the intermediate handsignaller have been added to the list.

6 Pilot instructing drivers

6.2 Additional instructions for wrong-direction movements

The reference to the handsignaller at the end of the single line working section has been removed and replaced by the reference to the end of degraded working sign.

9 Driver's duties during single line working

9.3 Right-direction movements
First paragraph split into a list to include rules when using ERTMS.

9.4.1 Controlling movements
The change in rules no longer requires a handsignaller to control the movement back to the proper line at the end of the single line working section.

Reference to the end of degraded working sign has also been added.

9.4.3 Signals on the obstructed line
Reference to the position of the end of degraded working sign has been added.

9.4.5 Returning to the proper line
This section has been split into subsections for clarity, and reference to the use of a handsignaller has been removed and replaced by an end of degraded working sign where necessary.

A new instruction to stop at the end of the degraded working sign to ask for further instructions if the crossover is trailing to the movement has been added.

10 Working trains to and from the point of obstruction

10.1 Method
Section 10 has been reworded for clarity and written in line with changes to GERT8000-P2. Reference to the specific form to fill in for this method of working has been added. The method of working itself has not changed.

10.2 Protection arrangements
This section has been reworded for clarity to match the same method of working in GERT8000-P2.

10.3 Travelling with the driver
This section has been reworded for clarity in line with changes to GERT8000-P2, and now includes reference to the specific forms.

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

11.2 Wrong direction movements
Diagram P1.3 has been amended to replace the handsignaller with a signaller's agent and end of degraded working sign. Wording on the diagram has also been amended.

11.4 Where conflicting movements cannot be avoided

Section a) title has been reworded removing the use of the handsignaller and replacing this with use of a signaller's agent and end of degraded working sign.

Wording in the section has also been changed in section a), section b) and section c) as above.

14 Withdrawing single line working

14.2 When the last train is clear of the single line

Reference to withdrawing the handsignaller at the end of the single line working section has been changed to removal of the end of degraded working sign.

Any handsignallers have now been retitled 'intermediate handsignaller' to denote their role dividing a single line working section.

RT3191 Pilot's single line working form

Text added for pilot to note which method of working is taking place. Changes to wording added the use of an end of degraded working sign at the end of the single line working section, and references to 'handsignallers' changed to 'intermediate handsignallers'.

RT3192 Signaller's single line working form

Text added for signallers to note which method of working is taking place. Changes to wording added the use of an end of degraded working sign at the end of the single line working section, and references to 'handsignallers' changed to 'intermediate handsignallers'.

RT3193 Driver's single line working ticket

References to 'handsignallers' changed to 'intermediate handsignallers', and reference to the use of an end of degraded working sign added.

Module P2 Working single and bi-directional lines by pilot

KEY CHANGES

The wording of section 4, 'Working by pilot to and from the point of obstruction' has been updated to align with the style of section 10 in GERT8000-P1, enhancing clarity around which forms should be used for this method of working.

Section 1.2 describes the circumstances in which it is not necessary to introduce working by pilot. As previously presented, it was perceived to be difficult to follow and it has been rewritten in a way that is intended to remove ambiguity and reduce the potential for error.

In some cases an exception is now shown to apply to both single and bi-directional lines as the same arrangements could be applied to either.

One reason for introducing working by pilot is described as being that 'the signal' controlling the entrance to the single or bi-directional line cannot be cleared, or a movement authority (MA) issued. Each train entering the portion of line concerned is authorised to pass the signal at danger, even though that signal could be cleared. The rule has therefore been changed to allow a signaller to clear the signal concerned, or issue an MA, if able to do so. This confirms that the route has been correctly set, avoiding the possibility of error if it is not, and simplifies the signaller's task by avoiding the need to go through the process of authorising the driver to pass a signal at danger or an end of authority (EoA) without an MA. This is somewhat similar to allowing a train to proceed in the right direction during single line working.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of module P2.

1 When working by pilot must be introduced

1.1 Circumstances

To enable the circumstances and exceptions to be more easily related, the failure of the token instrument has been made a separate item. The exception is based on a token being available, and if it is not the only alternative would be modified working.

1.2 Exceptions

The format of this section has been changed to allow the 'circumstances' and 'exceptions' to be more easily related, with a minimum of cross-reference. The wording has been changed to refer to both single and bi-directional lines as the same circumstances can apply to both in some cases.

3 During working by pilot

3.1 Authority for movements

A new sub-section c) has been added to state that a signaller who can clear a signal or issue an MA leading to the single line must do so. This helps to make sure that the route has been correctly set.

3.2 Pilot instructing drivers

As the signaller is now instructed to clear a signal or issue an MA when possible, the pilot only has to instruct the driver to pass a signal at danger, or an EoA without an MA, if this is required.

4 Working by pilot to and from the point of obstruction

4.1 Method

Section 4 has now been split into three subsections. Wording has been improved for clarity and written in line with changes to GERT8000-P1. Reference to the specific form to fill in for this method of working has been added. The method of working itself has not changed.

4.2 Protection arrangements

Section 4 has now been split into three subsections.

4.3 Travelling with the driver

Section 4 has now been split into three subsections. Wording has been improved for clarity and written in line with changes to GERT8000-P1. Reference to the specific form to fill in for this method of working has been added. The method of working itself has not changed.

Module S5 Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

KEY CHANGES

Emergency special working (ESW) was introduced in 2018, and subsequently the use of temporary block working (TBW) has been greatly reduced. The setting up of TBW required the provision of handsignallers and the use of detonators. To improve overall safety and reduce risk, the industry is working to reduce the exposure of staff to trackside hazards and to remove all detonator usage from the GB railway.

The project to remove TBW from GERT8000-S5 also reviewed the use of ESW and sought to update the ESW instructions based on the learning points identified.

TBW has been removed from GERT8000-S5 and a single method of operation is now in place for both planned and unplanned situations. This method, based upon the previous ESW instructions, has been called extended block working (EBW). This descriptive name has been chosen to ensure that the updated instructions in module S5 are not confused with the previous TBW and ESW instructions.

Form NR3190 has been revised and renamed Extended Block Working Ticket. Changes have been made to the form following a review of emergency special working use since 2018.

After a train has passed a signal at danger or an end of authority (EoA) without a movement authority (MA), the train is allowed to be moved to a more convenient location, for example to clear a junction or level crossing or to bring it fully into a station platform as long as it does not pass another main aspect signal or block marker. In some cases, there can be more than one main aspect signal or block marker within a station platform, and this does not allow the train to be fully accommodated. This gives rise to a possibility of self-egress or a risk from passengers moving along the platform. To overcome this, the rule has been changed to allow a train to be moved past a main aspect signal or block marker provided this is permitted in the *Signal Box Special Instructions*. Issue of such an instruction would be based on train lengths and the ability to accommodate complete trains.

DETAIL OF CHANGES
Section headings in bold relate to issue 13 of module S5

3 Authorising the movement

All references to emergency special working throughout this section have been updated to extended block working.

3.1 Instructions from the signaller

All references to temporary block working throughout this section have been removed.

3.4 Dealing with TPWS

All references to temporary block working throughout this section have been removed.

4 During the movement

All references to emergency special working throughout this section have been updated to extended block working.

4.1 Points and crossings

All references to temporary block working throughout this section have been removed.

4.2 Train Speed

All references to temporary block working throughout this section have been removed.

5 Extended block working

All references to emergency special working throughout this section have been updated to extended block working.

5.1 Authorising extended block working

The text in this section has been revised to align with the instructions in GERT8000-S5 Section 6 'Passing two main aspect stop signals at danger' to clarify that the criteria regarding the type of signalling operation that permits the introduction of these instructions is the same as for EBW.

5.2 Arranging extended block working

The importance of consistent language in GERT8000-S5 and on form NR3190 was identified in the review of the use of emergency special working. The section has been updated to add the terms 'entrance signal' and 'exit signal'.

Updated instructions regarding the location of the exit signal and provision of the 'end of degraded working sign' have been added.

The section has been clarified to make clear the arrangements for introducing EBW when the 'end of degraded working' sign is provided at the exit signal, when EBW commences before the sign is provided and when EBW is pre-planned and published in the Weekly Operating Notice.

5.3 Before allowing a train to enter the extended block working section

All references to emergency special working throughout this section have been updated to extended block working.

The name of the sign used during extended block working has been changed to 'end of degraded working sign'.

5.4 Authorising a train to enter the extended block working section

All references to emergency special working throughout this section have been updated to extended block working.

The name of the sign used during extended block working has been changed to 'end of degraded working sign'.

5.5 At the entrance signal

The list of reasons following 'You must not complete an extended block working ticket if your train is to enter the section to:' has been reordered. This is to align with the common method of remembering these reasons using the first letter of each item. The first letter of each item in the reordered list now spells out the acronym 'rare'.

All references to emergency special working throughout this section have been updated to extended block working.

The name of the sign used during extended block working has been changed to 'end of degraded working sign'.

5.6 During the movement

The list of reasons following 'You must not complete an extended block working ticket if your train is to enter the section to:' has been reordered. The first letter of each item in the reordered list now spells out the acronym 'e-rare', which is often used to help drivers remember the circumstances in which no ticket is required.

5.7 When the train arrives at the exit signal

The instruction for the driver to 'report to the signaller that your train has arrived complete' has been changed to 'report to the signaller that your train has arrived at the exit signal'.

This change has been made following discussions around the assurance that the driver can be expected to give to the signaller, in current industry practice, that the train is 'complete' or 'complete with tail lamp'.

5.8 Ending extended block working

New instructions relating to the use of a GSM-R berth triggered advisory broadcast to advise drivers of the presence of the 'end of degraded working' sign following withdrawal of EBW have been added.

This change has been made to reduce the number of trains that need to be stopped at a red aspect so that the driver can be informed of the presence of an 'end of degraded working' sign when normal working has resumed, but the sign is still present at a signal.

6 Passing two main aspect stop signals at danger

Following the removal of the section related to TBW, this section has been re-numbered.

6.1 Before allowing a train to pass two signals at danger

References to emergency special working and temporary block working have been removed and replaced with extended block working.

7 Passing a signal at danger controlled from a signal box that is closed

Following the removal of the section related to TBW, this section has been re-numbered.

8 Driver passing a signal at danger or an EoA without authority

Following the removal of the section related to TBW, this section has been re-numbered.

8.3 Signaller's actions

This section has been changed to allow a train being moved to a more convenient location to pass a main aspect signal or block marker if this is permitted in the *Signal Box Special Instructions*.

The wording has also been changed in the interests of clarity to explain that the object of moving any train is to allow it to be fully accommodated in a platform.

NR3190 Extended block working ticket

The form has been renamed and changes made following work carried out to review the use of emergency special working since its introduction in 2018 and the findings from that work.

The form is now divided into two sections, part A and part B. A more consistent approach to the use of the terms 'entrance signal' and 'exit signal' has reduced the amount of signal numbers required to be entered on the form.

To assist the driver and signaller to reach a clear understanding of the location of the extended block working exit signal, additional text has been added so as to provide for a more descriptive location. Rules regarding the isolation of the TPWS and the requirement to inform a guard, if present, that extended block working is in operation have been added to the form.

Module S7 Observing and obeying signalling indications. Train warning systems. Reporting signalling failures and irregularities.

KEY CHANGES

A new instruction has been included to report ERTMS block markers that have become dirty. The signaller is not required to take any action concerning following trains as the difficulty in seeing the block marker will not cause any issues until it is required to be visible during any form of degraded ERTMS operation. A reference has also been included to ERTMS location markers to which the same instructions would apply, and to which further reference in the Rule Book is expected in the future.

Section 7.1 was written only from the point of view of a driver reporting a signalling failure or irregularity. A new instruction has been added for the signaller to tell Operations Control what has been reported, and to carry out any instructions shown in this module or in module TS11 *Failure of, or work on, signalling equipment - signallers' regulations*, or any instructions given by Operations Control.

When section 8 was last reissued, the intention was to distinguish between ERTMS trips caused by exceeding an end of authority (EoA) without authority, and those from numerous other reasons that an MA can be shortened or withdrawn. In the first case the signaller would complete form NR3189, but in the second form RT3188 would be completed.

The wording introduced at that time has been interpreted as meaning that form RT3188 must always be completed.

In the interests of clarity, the wording has been changed to explain more clearly that the signaller must establish at an early stage whether the NR3189 process applies, and that only if this is not the case is it necessary to complete form RT3188.

The word 'tripping' has been replaced by 'trip' to avoid any confusion with electrical tripping.

DETAIL OF CHANGES
Section headings in bold relate to issue 7 of module S7.

7 Reporting signal failures and irregularities

7.1 Signalling equipment

A new instruction has been included to report an ERTMS block marker or location marker that is dirty.

A new instruction has been included to say what actions a signaller must take on receiving a report from a driver.

8 ERTMS failures or irregularities

8.3 Train receiving a trip

This section has been changed to explain more clearly the intended sequence of events which is to determine whether the trip has been caused by a train passing its end of authority without a movement authority, in which case the instructions in module S5 *Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)* will apply.

The word 'tripping' has been replaced by 'trip' to avoid confusion.

Module SS1 Station duties and train dispatch

KEY CHANGES

There are three changes to GERT8000-SS1. The first is more detail on the definition of a platform starting signal. The second change is regarding the part of the train observed during the 'train safety check' and the last change is the addition of radios to give the **'ready-to-start'** signal.

DETAIL OF CHANGES
Section headings in bold relate to issue 10 of module SS1.

1 Definitions

Platform starting signal

The definition has been changed. There may be some situations where it is beneficial to use a signal that does not meet the old definition of a platform starting signal in the dispatch process. There may be other situations where a signal that would meet the old definition of a platform starting signal is not suitable to be included in the method of dispatch. In either case, this will be shown in company instructions.

3 Train dispatch

3.3 The 'train safety check'
This section previously stated that the full length of the train is observed when carrying out the 'train safety check'. This has changed because it may not be possible to view the full length of the train where it is longer than the platform.

3.4 The 'ready-to-start' signal
This section now includes using radios to give the 'ready-to-start' signal where no bell or buzzer communication is available. This is subject to company instructions allowing this method of work.

Module T3 Possession of a running line for engineering work

KEY CHANGES

The requirement not to allow a second train over a line that had been under possession unless there is a controlled signal that can be kept at danger behind the first train was in place because, historically, there were circumstances in which drivers were permitted to pass an automatic signal at danger on their own authority. Now that this is no longer the case, the change allows a second train to proceed if an automatic signal has been replaced to danger behind the first train, providing the replacement control is one that can be relied on. A similar change has been made to the corresponding instruction concerning intermediate block home signals, by removing the prohibition on a second train following where there is an intermediate block home signal which was included for a similar reason. These changes will give some additional operational capability.

The instructions to PICOPs and ESs have stated that a competent person acting on their behalf can pass on to a driver authority to pass a signal or block marker within a possession. There has been no corresponding instruction to a driver that this is the case and this has now been included for completeness.

DETAIL OF CHANGES

Section headings in bold relate to issue 13 of module T3.

8 Resuming normal working

8.5 First train over the affected portion of line

This section has been changed so that a second train can follow the first train when an automatic signal that has been replaced to danger using a replacement control that can be relied on, and the prohibition on allowing this where there is an intermediate block home signal has been removed.

9 Driver's duties

9.6 During the movement

This section has been changed in the interests of completeness to say that the authority to pass a signal or block marker can be given from the PICOP or ES to the driver through a competent person.

Module TS1 General signalling regulations

KEY CHANGES

The requirement in regulation 13.2.8 not to allow a second train over a line that had been under possession unless there is controlled signal that can be kept at danger behind the first train was in place because, historically, there were some circumstances in which drivers were permitted to pass an automatic signal at danger on their own authority. Now that this is no longer the case, the change allows a second train to proceed if an automatic signal has been replaced to danger behind the first train, providing the replacement control is one that can be relied on. A similar change has been made to the corresponding instruction concerning intermediate block home signals, by removing the prohibition on a second train following where there is an intermediate block home signal which was included for a similar reason. These changes will give some additional operational capability.

An amendment previously published in the *Periodical Operating Notice* to correct an error has been included.

Track engineering standards permit a person other than a rail defect examiner to authorise the normal working of trains to be resumed following a report of a track fault. Regulation 17.1.2 has been changed in the interests of accuracy to say that a competent person can do so.

Changes have been made to for NR3178 *Personnel Asking for Trains to be Stopped Form* as a result of experience. The location of the train entry has been changed to location of the requester, as in cases such as removing objects from the line, no train would be involved. Provision has also been made for up to six lines to be blocked which may be the case when objects are being retrieved.

Considerable changes have been made to the Line Blockage Form NR3180 to improve its usability.

DETAIL OF CHANGES
Section headings in bold relate to issue 19 of module TS1.

12 Dealing with trains that cannot be relied upon to operate track circuits

12.1 When this general signalling regulation must be used

This regulation was changed when published in September 2024 to include the operation of a line-proving train. This was incorrect, as it had been decided not to progress this change. The wording has been changed back to that which applied previously.

This amendment has previously been published in the *Periodical Operating Notice.*

13 Safety of personnel

13.2.8 First train over the affected portion of line when the work has affected the safety of the line

This section has been changed so that a second train can follow the first train when an automatic signal that has been replaced to danger using a replacement control that can be relied upon, and the prohibition on allowing this where there is an intermediate block home signal has been removed.

17 Broken rails and bridge strikes

17.1.2 Authority to run trains

This regulation has been changed so that it is consistent with track engineering instructions.

NR3178 Personnel Asking for Trains to be Stopped Form

This form has been updated.

NR3180 Line Blockage Form

This form has been updated.

Module TS2 Track circuit block regulations

KEY CHANGES

To reduce the use of detonators across the industry, the rules for signalling trains in the wrong direction during single line working have been updated.

The requirement for a detonator and handsignaller at the end of the single line working section has been removed. A handsignaller now acts as signaller's agent, and the use of a handsignal has been replaced by an end of degraded working sign.

This sign, previously used only for emergency special working, is now applied in a broader range of situations.

Section 9 of this module has been rewritten and restructured to enhance clarity for signallers. Handsignallers are still required at intermediate locations if a single line working section is to be divided, and references to these have been updated to 'intermediate handsignallers' to clarify their specific roles.

Temporary block working (TBW) has been removed from GERT8000-S5. The references to TBW have been removed from the instructions concerning the method of signalling by bells or telephone.

Following the withdrawal of TBW, emergency special working (ESW) which was previously in place for unplanned signalling failures, has been renamed to extended block working (EBW). EBW can be used for planned and unplanned signalling work or failures. All references to ESW have been updated to EBW.

DETAIL OF CHANGES

Section headings in bold relate to issue 7 of module TS2.

3 Method of signalling

3.5.3 Method of signalling by bells or telephone

This section has been changed to remove the instructions related to TBW and the phrase emergency special working has been updated to extended block working.

9 Signalling trains during single line working

9.2.1 If there is a main aspect or stop signal or end of degraded working sign at the other end of the single line

This regulation has been renamed and reworded.

A stop signal can be used at the end of the single line working section as well as a main aspect signal. An end of degraded working sign and a signaller's agent are now referred to rather than a handsignaller.

This regulation now includes the instructions that replace those in regulations 9.2.1 and 9.2.2 concerning how far the line must be clear, when there is a main aspect or stop signal, or an end of degraded working sign and signaller's agent at the end of the single line section.

The regulation now also includes requirements for the signaller to follow before allowing a train into the section.

9.2.2 If there is no main aspect or stop signal or end of degraded working sign at the other end of the section

The title has been changed as a result of the replacement of the handsignaller and detonator with an end of degraded working sign. It now contains the instructions that correspond to those previously in regulation 9.2.3.

9.3.1 If there is an end of degraded working sign opposite the signal protecting the crossover

This regulation has been retitled and rewritten to reflect the removal of the use of the handsignaller at the end of the single line working section and replacing this with use of an end of degraded working sign. The wording has been improved for clarity.

9.3.2 If there is no main aspect or stop signal and no end of degraded working sign opposite the signal protecting the crossover

This regulation has been retitled to reflect the changes to single line working removing reference to the handsignaller positioned at the end of the section and changed to an end of degraded working sign.

9.3.3 If you can clear the main aspect or stop signal at the opposite end of the single line and the crossover is facing to the movement

This regulation has been added for clarity, giving signallers information about how a main aspect signal should be used in conjunction with single line working, to give a more complete overview of this method of working when there are multiple variations of working trains back to the proper line.

9.4 If the single line has been divided into two sections

This section has been reworded, adding the title of 'intermediate' to the handsignaller to distinguish that this handsignaller is still required if a single line working section is to be divided into more than one section.

Module TS3 Absolute block regulations

KEY CHANGES

To reduce the use of detonators across the industry, the rules for signalling trains in the wrong direction during single line working have been updated.

The requirement for a detonator and handsignaller at the end of the single line working section has been removed. The handsignaller now acts as a signaller's agent, and the handsignal has been replaced by an end of degraded working sign. This sign, previously used only for emergency special working, is now applied in a broader range of situations.

Section 9 of this module has been rewritten and restructured to enhance clarity for signallers. Handsignallers are still required at intermediate locations if a single line working section is to be divided, and references to these have been updated to 'intermediate handsignallers' to clarify their specific roles.

The diagrams contained within this section have also been updated removing detonators from protecting the obstruction as these are not exclusively required to do so. References in the diagrams to 'pilotman' have been changed to 'pilot'.

DETAIL OF CHANGES

Section headings in bold relate to issue 8 of module TS3.

9 Signalling trains during single line working

9.1 Method of signalling during single line working

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'.

This change has been published in the Periodical Operating Notice since December 2022.

9.2.2 Accepting trains at signal box B from signal box C

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'.

This change has been published in the Periodical Operating Notice since December 2022.

9.2.4 Accepting trains in the wrong direction at signal box C from signal box B

This section has been revised to reflect changes to single line working arrangements.

New rules have removed the use of a handsignaller at the end of the section and replaced this role with the use of an end of degraded working sign.

The handsignaller is now used as a signaller's agent who is provided to observe movements exiting the single line working section.

Wording has been improved for clarity including use of sub-sections to mark the difference in instructions between trains working to the proper line via a facing or trailing crossover.

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'. This change has been published in the Periodical Operating Notice since December 2022.

9.3.1 If the crossover is facing to the movement

References to the use of a handsignaller have been removed and replaced by use of an end of degraded working sign and signaller's agent.

9.3.2 If the crossover is trailing to the movement

References to the use of a handsignaller have been replaced with an end of degraded working sign and a signaller's agent.

New instructions have been added, including making sure the signaller's agent has been told that a train has permission to pass the sign, and then requiring the driver of a train operating in the wrong direction during single line working to stop at the sign before receiving further information.

9.3.3 If there is no end of degraded working sign and no signaller's agent provided

This section has been retitled and reworded to remove the use of the handsignaller and replaced with reference to the end of degraded working sign and signaller's agent.

9.5 Intermediate signal boxes

To remove gender-specific language, the term 'pilotman' has been replaced by 'pilot'.

This change has been published in the Periodical Operating Notice since December 2022.

Diagrams TS3 Diagrams

All diagrams included in this regulation have been redrawn, removing the reference to detonators protecting the obstruction in line with other work streams and the fact that detonators are not always required to protect the obstructed line.

Some diagrams also remove handsignallers at the end of the single line working section and replace them with an end of degraded working sign and signaller's agent.

Module TS11 Failure of, or work on, signalling equipment - signallers' regulations

KEY CHANGE

The signalling technician's instructions include asking the signaller to operate signalling equipment for testing purposes, or asking permission before operating it. There has been no balancing instruction for a signal and at one location it had been interpreted that the requirement to keep points in a position to protect a line blockage or possession prevented any movement of points for testing purposes during work or failures. A new instruction has been added corresponding to the signalling technician's and including a requirement that after operating the points they must be restored to the required position necessary to protect the line blockage or possession.

DETAIL OF CHANGES
Section headings in bold relate to issue 8 of module TS11.

1 General

1.4 Signaller's responsibilities
This section has been changed to include a new instruction that balances an existing instruction to the signalling technician.

Module TW1 Preparation and movement of trains

KEY CHANGES

The intention of the instructions concerning the driver's reminder appliance (DRA) being set when stopping at a station where there was no platform starting signal was that this would apply when the next signal ahead was not visible. In practice however, drivers have questioned whether the DRA should be set when the next signal ahead is visible and the question has been raised whether this is necessary if that signal can be seen to be displaying a proceed aspect. To remove any doubt, an additional paragraph has been introduced to say that it is not necessary to set the DRA if the next signal ahead can be seen to be displaying a proceed aspect or clear indication.

Section 28.4 concerning reportable rail head adhesion states that signallers must continue to advise drivers until told that they are being advised by other means. As there is no provision for any other method of advice, the statement is incorrect and it has been removed.

Emergency special working has been renamed to extended block working.

Form NR3190 has been updated following the work undertaken on removing temporary block working from GERT8000-S5 and the review of emergency special working use since its introduction in 2018. The form has been renamed to Extended Block Working Ticket. The availability of form NR3190 to train drivers and a suitable method of completing the information dictated by the signaller was reviewed and changes made to section 21 as result of the project findings.

DETAIL OF CHANGES

Section headings in bold relate to issue 21 of module TW1

10 Driver's reminder appliance (DRA)

10.3 When stopping at a station platform where no platform starting signal is provided

This section has been changed to say that the DRA need not be set if the next signal ahead can be seen to be displaying a proceed aspect or clear indication.

21 Personal equipment

This section has been updated to align the contents with the introduction of extended block working. Form NR3190 Emergency Special Working Ticket has been renamed to NR3190 Extended Block Working Ticket. A new instruction has been added for drivers to have a means of completing Form RT3185 and Form NR3190. The forms listed in this section are now in bullet point format for clarity and to remove duplication.

28 Rail adhesion

28.4 Resuming normal working

This section has been changed to remove an incorrect statement.

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

KEY CHANGES

This Rule Book module has been updated due to changes in technology, updates to rolling stock standards and the need for clarity in certain areas.

The AWS section has been updated to remove restrictions based on a missing AWS seal. While the seals are a visual indication, the requirement remains for a train not to be in operation without AWS.

A new section has been created with the title 'driver machine interface (DMI)'. Due to the variety of possible configuration combinations, the contingency arrangements in degraded operation will be operator-specific. The driver and train preparer are instructed to refer to company instructions. Because this is a new section, and this Rule Book module is alphabetically ordered, all sections below it have been renumbered.

The Hot Axle Box Detector (HABD) section has been updated. Defective axle bearings can be identified by increased levels of vibration, noise or temperature, so the title has been updated from 'Hot axle boxes and activation of lineside hot axle box detectors' to 'Hot axlebox detectors (HABD) and axle bearings'.

The section on ERTMS has been updated to incorporate the relevant instructions to deal with ERTMS on-train equipment failure. In addition, some sections were updated to incorporate updates relevant to trains operating with ERTMS onboard equipment or to eliminate any possible confusion. The sections affected were: 5.1 (brakes), 21.2 (speedometer), 26.4 (vehicles with locked wheels, wheels flats, shifted tyres or dragging brakes), 17 (OTDR) and 25 (train radio equipment).

The terminology referring to driving cab windows has been updated to align with the rolling stock standard, RIS-2761-RST, which defines glazing as transparent material that is held by a window frame and does not open. Both windows and glazing may be present in a driver's cab and required to be used by the driver. While the section containing instructions 'from a maintenance depot' referred to the driver having a clear view of the line ahead and any dispatch equipment that may need to be used, the content of the section 'from other than a maintenance depot' only contained instructions regarding the windscreen. The content has been updated to include the necessary arrangements to provide a full set of instructions.

The terminology in the speedometer section has been updated to refer to 'defective speedometer' and 'alternative speedometer'. If an alternative speedometer that is already assessed as suitable is present in the driver's cab, the driver may continue the journey. When operating in ERTMS, it is possible for the speedometer to show incorrect units of speed until the train passes the first block marker. It is only then that the driver will know if the speedometer is defective, so the instructions have been updated to reflect this.

The instructions for the Driver's Safety Device (DSD) have been updated to include the simultaneous failure of a DSD, AWS and TPWS. Although the Rule Book does not normally contain rules covering a combination of simultaneous failures, this particular scenario is a realistic possibility.

The driver instructions in the warning horns section have been updated to better reflect the intention of the speed reduction in a complete failure. The intention of proceeding at caution and the reduction of speed is to be able to stop short of any obstruction. Although the intention remained the same, the wording has been improved, in alignment with other modules in the Rule Book.

DETAIL OF CHANGES
Section headings in bold relate to issue 14 of module TW5.

4 Automatic Warning System (AWS)

4.1 Starting a journey from a maintenance depot

The instructions have been updated to remove the restrictions based on a missing AWS seal. On some trains, AWS seals are a visual indication that the AWS may have been isolated. However, not all trains are fitted with these seals. The requirement remains for a train not to be in operation without AWS, except as shown in section 4.

4.2 Starting a journey from a somewhere other than a maintenance depot

The instructions have been updated to remove the restrictions based on a missing AWS seal. On some trains, AWS seals are a visual indication that the AWS may have been isolated. However, not all trains are fitted with these seals. The requirement remains for a train not to be in operation without AWS, except as shown in section 4.

4.5 If the AWS is defective or isolated

The instructions have been updated to remove the restrictions based on a missing AWS seal.

5 Brake defects

5.1 Brake not working correctly

The driver instructions have been updated to include arrangements when the train is running with ERTMS in use.

7 Driver machine interface (DMI)

This is a new section containing rules to apply when the driver machine interface (DMI) becomes defective.

7.1 Starting a journey

This section applies when the DMI becomes defective before starting a journey.

7.2 During a journey

This section applies when the DMI becomes defective during a journey.

8 Driver's reminder appliance (DRA)

This section and all subsections have been renumbered 8 and 8.1 to 8.3 respectively as a result of the introduction of new section 7.

9 Driver's safety device (DSD) and driver's vigilance equipment

This section and all subsections have been renumbered 9 and 9.1 to 9.4 respectively as a result of the introduction of new section 7.

9.4 During a journey

A new rule has been added which applies in a simultaneous failure of AWS, TPWS and DSD.

10 Driving cab windows or side glazing - broken or obscured

The title has been changed. Both windows and side glazing are necessary to carry out driving tasks.

This section and all subsections have been renumbered 10, 10.1 and 10.2 respectively as a result of the introduction of new section 7.

10.1 Starting a journey from a maintenance depot

The terminology has been updated to include 'side glazing' in alignment with rolling stock standards. Both windows and side glazing are necessary to carry out driving tasks.

10.2 Starting a journey from somewhere other than a maintenance depot

The title has been updated to 'Starting a journey from somewhere other than a maintenance depot or during a journey' to better reflect the content.

The content now includes instructions when the driver cannot see the dispatch equipment and fully aligns with the scenarios in section 10.1.

11 Driving controls defective

This section and all subsections have been renumbered 11, 11.1 and 11.2 respectively as a result of the introduction of new section 7.

12 Emergency bypass switch (EBS)

This section and all subsections have been renumbered 12 and 12.1 to 12.3 respectively as a result of the introduction of new section 7.

13 ERTMS onboard equipment

The note has been removed, as it did not provide relevant information. ERTMS includes GSM-R by definition.

This section and all subsections have been renumbered 13 and 13.1 to 13.4 respectively as a result of the introduction of new section 7.

13.1 Starting a journey from a maintenance depot

The content has been updated to reflect that a train must not leave a maintenance depot with defective ERTMS onboard equipment if it will be needed at any time during the train's planned workings for the day.

13.2 Starting a journey from other than a maintenance depot

The section content has been separated into several sections to provide relevant instructions for all possible scenarios:

- On a line where ERTMS is not required to be in operation
- On an ERTMS line with signals
- On an ERTMS line without signals.

13.3 During a journey

The section content has been separated into several sections to provide relevant instructions for all possible scenarios:

- On a line where ERTMS is not required to be in operation
- On an ERTMS line.

13.4 If a train fails to transition to ERTMS

Subsection renumbered as 13.4 due to the removal of one subsection.

The instructions have been updated to better reflect that reporting is not required in situations when the driver is not trained in ERTMS Level 2, and has therefore not set up the train to transition and is not expecting it to.

14 External orange hazard lights

This section and all subsections have been renumbered 14 and 14.1 to 14.3 respectively as a result of the introduction of new section 7.

15 Headlights, marker lights and tail lamps

This section and all subsections have been renumbered 15 and 15.1 to 15.3 respectively as a result of the introduction of new section 7.

16 Hot axlebox detectors (HABD) and axle bearings

This section and all subsections have been renumbered 16 and 16.1 to 16.8 respectively as a result of the introduction of new section 7.

The title has been changed.

The terminology 'axlebox' is now one word for correctness and alignment with rolling stock standards.

16.1 Starting a journey

The terminology has been updated to refer to 'axle bearings' and 'onboard detection system' for accuracy and in alignment with rolling stock standards, as defective axle bearings can be identified by increased levels of vibration, noise or temperature.

16.3 Vehicle activating a lineside hot axlebox detector or receiving a report of a hot axlebox from another source

The signaller instruction has been updated. The sentence 'You must ask the driver if the adjacent line or lines need to stay blocked while the examination is carried out' was removed, as it was unnecessary. The driver is asked to confirm that the opposite line or lines are not obstructed.

16.4 Checking for evidence of overheating

The rule to carry out an examination if a rolling stock technician is not available is now correctly addressed to the driver. The is no change to the intent of the rule.

16.7 Activation of an onboard detection system

The title has been changed.

The terminology has been updated to refer to 'onboard detection system' for accuracy and in alignment with rolling stock standards.

16.8 No evidence of overheating after an onboard detection system activation

The title has been changed.

The terminology has been updated to refer to 'onboard detection system' for accuracy and in alignment with rolling stock standards. The last paragraph has been removed.

17 Lifeguards

This section and all subsections have been renumbered 17, 17.1 and 17.2 respectively as a result of the introduction of new section 7.

18 On-train data recorder (OTDR)

This section and all subsections have been renumbered 18, 18.1 and 18.2 respectively as a result of the introduction of new section 7.

The explanatory note has been updated to clarify the content by specifically mentioning the Juridical Recording Unit (JRU), the data recorder used in ERTMS.

19 Public address system on DO trains

This section and all subsections have been renumbered 19, 19.1 and 19.2 respectively as a result of the introduction of new section 7.

20 Sanding equipment to assist train braking

This section and all subsections have been renumbered 20, 20.1 and 20.2 respectively as a result of the introduction of new section 7.

21 Selective door operation

This section has been renumbered 21 as a result of the introduction of new section 7.

The title has been changed to better reflect the content.

22 Speedometer

This section and all subsections have been renumbered 22, 22.1 and 22.2 as a result of the introduction of new section 7.

22.1 Starting a journey

The terminology has been updated to refer to 'defective speedometer'.

22.2 During a journey

The terminology has been updated to refer to 'defective speedometer' and 'alternative speedometer' in alignment with RIS-3437-TOM. If an alternative speedometer that is already assessed as suitable is present in the driver's cab, the driver may continue the journey.

The content has been updated to reflect instructions when a train is operating under ERTMS.

23 Track circuit actuators (TCA)

This section and all subsections have been renumbered 23 and 23.1 to 23.3 respectively as a result of the introduction of new section 7.

24 Traction interlock switch (TIS)

This section and all subsections have been renumbered 24 and 24.1 to 24.5 respectively as a result of the introduction of new section 7.

25 Train protection and warning system (TPWS)

This section and all subsections have been renumbered 25 and 25.1 to 25.5 respectively as a result of the introduction of new section 7.

26 Train voice radio equipment

The title has been changed to reflect that the section only refers to voice radio.

This section and all subsections have been renumbered 26 and 26.1 to 26.3 respectively as a result of the introduction of new section 7.

27 Vehicles with locked wheels, wheel flats, shifted tyres or dragging brakes

This section and all subsections have been renumbered 27 and 27.1 to 27.4 respectively as a result of the introduction of new section 7.

27.4 Moving vehicles with wheelskates

The content has been updated to reflect instructions when a train is operating under ERTMS.

28 Warning horn

This section and all subsections have been renumbered 28 and 28.1 to 28.3 respectively as a result of the introduction of new section 7.

28.3 During a journey

The driver instructions for a complete failure have been revised. An instruction to stop the train immediately has been added for completeness, in alignment with section 1.1.

After permission is given to proceed, the driver is told not to exceed a maximum speed of 20 mph. There may be instances where a lower speed is necessary. The revised content instructs the driver to proceed at caution, in alignment with GERT8000-TW1, highlighting that they may need to stop if they see someone on or near the line. The intention of the content remained the same. However, the wording was improved for better clarity of the rule.

29 Wheel slide protection (WSP) equipment

This section and all subsections have been renumbered 29, 29.1 and 29.2 respectively as a result of the introduction of new section 7.

RS521 Signals, Handsignals, Indicators and Signs

KEY CHANGES

Following a near miss it has been pointed out that the explanation of the limited clearance warning sign states that it applies when a train is approaching. The risk applies throughout the time that any trains are running, and the explanation has been changed to a more correct statement to that effect.

The name of the end of emergency special working sign has been changed to reflect its use in more cases than just ESW.

The use of distant and intermediate lookouts is no longer permitted, and the blue and white chequered flag is no longer used.

DETAIL OF CHANGES
Section headings in bold relate to issue 9 of RS521.

12 Other lineside signs

12.11 Safety signs
The section has stated that no-one must enter or stand at the location when a train is approaching. This is incorrect as the risk applies whenever trains are running, and the wording has been changed to state that this is the meaning of the sign.

12.12 End of degraded working sign
This sign has been renamed from 'end of emergency special working' to enable it to be used for more methods of working.

13 Lineside handsignals

The blue and white chequered flag is no longer used and it is no longer referred to.

RS523 GSM-R handbook

KEY CHANGES

The changes to RS523 have mainly focused on providing more information to certain sections to make it more useful.

Some of the information throughout the handbook has been reworded. This is because the purpose of RS523 is to provide information, rather than rules. In some cases this means that although the wording has changed, the information has not. These changes are not marked with a vertical black line in the margin.

The term 'headcode' has replaced by 'train reporting number' throughout to align with the rest of the Rule Book.

The term '99x company wild card codes' has been replaced by wild card codes. This is because not all 99x codes would be appropriate and because these codes are not company codes, but standard codes used on the GB mainline network.

Some sections have been renumbered. This is because new sections have been added and some existing content has been separated to try to make the content clearer.

The role of the guard has been added and the introduction has been reworded. This is to give a more accurate description of the purpose of RS523.

The equipment section now contains a picture of the train radio to give more context. The handbook also contains more information on some of the functions of the buttons.

More information on Railway Emergency Group Calls has been added. This is to provide more detail on what happens during a call. An image of a train radio handset has been included to highlight that this equipment is used differently during these calls.

Additional information has been added to some sections. These include powering up the train radio, pending registration, company registration and deregistering the train radio.

The general calls have been removed from the 'broadcast calls' section, while advisory calls remain. This is because the conversations would be the same, in that the driver does not send an acknowledgement to the signaller and using one phrase simplifies the communication.

Information on silent radio behaviour has now been added to section 10. This includes how to identify silent radio and how to rectify the issue.

DETAIL OF CHANGES
Section headings in bold relate to issue 2 of RS523.

1 Introduction

This section has been updated to include the full name of the Global Systems for Mobile Communication - Railway (GSM-R) and an updated explanation on the purpose of the handbook.

2 Equipment

2.1 Train Radio Functions

An image of the train radio has been included in this section.

Information on the **reject** or **cancel** button function now explains that this button can clear fault messages.

The **Up within menu or increase volume** button and the down variant have been altered to **Menu navigation up or increase volume** and Menu navigation down or decrease volume to give an improved explanation of the function of these buttons.

3 Powering up

3.1 Train Radio

This section now includes how the train radio is registered/deregistered with or without the driver's key, acknowledging this is dependent on the type of traction used.

4 Registration

4.2 Pending registration

During pending registration, an extra step has been added as in order for the pending registration to work the driver would need to add the train reporting number and wildcard.

Previously this part also stated that the registration process would only be complete once the driver has responded to the prompt and pressed the **Accept** button. This has been changed to highlight that the train radio automatically completes the registration process once the GSM-R coverage has been detected.

4.3 Company wild card codes

The section now gives a clearer explanation where a cell covers more than one signaller and how the system reacts to connect the driver to the correct signaller. This information also highlights the driver entering the train reporting number accurately, so the correct signaller is reached. The 99x has now been removed as not all 'x' numbers are appropriate and the '99x' format may change in future.

4.5 Registration problems

4.5.1 Registration failure

The information within this section has changed. Some wording has been adjusted to comply with the RSSB's handbook style. Information now includes detail on when a train radio displays GSM-R GB while unregistered and when it does not display this. The accompanying flowchart has also changed to take into account this detail as well. Some parts of this have been removed because the information was not best placed in this section.

5 Radio communications

5.1 GSM-R call types

In this section the information on group calls is now mentioned before point-to-point calls to give more prominence to the railway emergency group calls (RECs).

5.1.1 Group calls

This section was previously numbered 5.1.2, but has been moved bringing REC information forward to highlight they are the highest priority call.

5.1.2 Point to point calls

The number of this section has changed from 5.1.1 to 5.1.2 to bring REC information forward to highlight they are the highest priority call.

5.2 Railway Emergency Group calls

This section was previously numbered 5.2. It has been altered to include when a REC may need to be made. The **Press to Talk (PTT)** button and the use of the **ST** button have been moved to section 5.2.1 'Driver actions and indications' as it is more relevant.

Information on what happens to the REC if a driver initiating the call becomes disconnected has also been added to this section.

5.2.1 Signaller and route controller actions and indications (Lead and non-lead signallers)

This section was previously numbered 5.3.1.

Making a REC

Information on why a signaller may need to make a REC has been moved to the introduction on RECs in section 5.2. The section has also been changed to acknowledge that the signaller does not become the lead signaller until they have initiated the REC. The sentence beginning with 'All other signallers...', has been changed to 'Any other signallers included in the call...', for clarity as well.

5.2.2 Driver actions and indications

This section was previously numbered 5.3.2.

Making a REC

Information on when a driver may need to initiate a call in an emergency has been moved into section 5.2. Information on the function of the **Press to Talk (PTT)** button is now more detailed and includes an example image of the handset and **PTT** button. Train operating companies may use a different design of handset, but the PTT function remains the same. This section also highlights the importance of releasing the **PTT** button after speaking, so the driver can hear the signaller.

Receiving a REC

This section now gives more detail on what happens when a REC is first initiated and includes what happens if a train enters an area while a call is in progress. The script in the call has been removed apart from the ending of the emergency call as stated in the Rule Book. This is because the wording would vary depending on who initiated the call.

The details on the function of the **ST** button during a REC have been changed. This recognises that when a REC is in progress, the system does not have the functionality to send an acknowledgment to the lead signaller. The information now states that when the driver presses the button, this will stop the train radio screen from flashing.

5.2.3 PTT override

This was previously numbered 5.3.3.

5.2.4 REC closure

This section was previously numbered 5.3.4.

5.2.5 Accidental use of REC

This section was previously numbered 5.3.5.

5.3 Urgent calls

This section was previously numbered 5.2. This section now gives more detail on the priority an urgent call has in relation to a REC, and gives a more accurate description of when the call type is initiated.

5.3.1 Driver actions and indications

This section was previously numbered 5.2.1. The content changes to this section highlight that the call is automatically answered after two ring cycles. The phrase that begins 'This is an urgent call...' has been removed so that the most appropriate phrasing is used. In some circumstances, this may be an emergency call.

5.3.2 Signallers actions and indications

This section was previously numbered to 5.2.2. Further information has been added on how the signaller can respond to an urgent call to make this clearer.

5.6 Cab-to-cab calls

The title and wording of section 5.6 has changed from Cab-to-cab and now reads Driver-to-driver. This is a term used elsewhere and reflects that a cab-to-cab call can also be made by other means. Detail on using the train reporting number and company wild card code have changed as it is just the train reporting number that is the same.

7 Operational text messages

7.1 Standing at signal message

This section has been changed to clarify who the driver is sending the message to.

8 Broadcast calls

8.1 Types of broadcast calls

This section has been changed to make the information clearer. In issue 1.2 the end paragraph was general information about broadcast calls, so this has been moved into the general information about broadcast calls.

8.2 Advisory broadcast calls

This section was previously numbered 8.3 as the previous section 8.2 'General broadcast calls' has been removed. All calls that provide information and do not require a response from the driver are now only known as advisory broadcast calls. This is help provide consistency with this type of call.

8.3 Acknowledged (safety) broadcast calls

This was section was 8.4, but has been renumbered to section 8.3. The section 'Uses for safety broadcasts' has been removed completely as this is in the Rule Book, and a reference to the Rule Book added.

The scripts for these call types have been separated and have been moved to their own subsection 8.4.2.

8.4 Broadcast calls scripts

The scripts for these call types have been moved to this section. This is to provide a consistent name for safety-critical communication.

8.4.1 Advisory broadcast calls

This section was previously included in section 8.3. The scripts and phrases have now been separated from the explanations of each broadcast call type. This section now provides a reference point to support users who may receive calls of this type. It aims to act as an extra aide, so the structure of these calls can be familiarised and embedded into safety critical conversations.

8.4.2 Acknowledged (safety) broadcast calls

All information on 'Acknowledged (safety) calls' was previously contained in section 8.4. This has been split into two parts. This new section, 8.4.2 focuses on scripts and phrases used during Acknowledged (safety) broadcast calls. It provides a reference point to support users who may receive calls of this type, so the structure of these calls can be familiarised and embedded into safety critical conversations.

Poor rail adhesion has been changed to the current Rule Book term reportable railhead conditions. 'Missing or obscure TSR board' has a black vertical line against it as this is a new addition since issue one of RS523 and was an addition to the 'Periodical Operating Notice' (PON).

9 Deregistration

9.1.1 Deregistration - end of journey

More detail has been added on deregistering. This also includes more ways to deregister the train radio.

10 Faults

10.8 Silent radio

This is a new section, which explains how to identify silent radio behaviour and how to rectify the fault.

10.9 Use of hand portable devices

This section was previously numbered 10.8 in RS523 issue 1.2, this has now been renumbered to 10.9.

10.10 Use of transportable devices

This section was previously section 10.9, but has been renumbered to 10.10.

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