



Train Operating Regulations v8.7

Briefing of Changes

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Introduction & Objectives



- Why have the Train Operating Regulations (TOR) changed?
- Understand the changes and how it affects operations
- Provide updated Train Operating Regulations, which come in to force on Saturday 2nd September 2017

The End...



By signing below I confirm that I have attended a Train Operating Regulations briefing and have understood the content of the briefing and changes to Train Operating Regulations, and have received a copy of the updated Train Operating Regulations that come in to force on 2nd September 2017

<u>Name</u>	<u>Membership Number</u>	<u>Date of Briefing</u>	<u>Briefing By</u>	<u>Signature</u>

What Am I Signing For?



“By signing below I confirm that I have attended a Train Operating Regulations briefing and have understood the content of the briefing and changes to Train Operating Regulations, and have received a copy of the updated Train Operating Regulations that come in to force on 2nd September 2017”

- This briefing covers significant or material changes – changes to numbering or rewording/simplification will not be covered in depth
- Please ask if there are any questions or something is not clear

Why Have the Train Operating Regulations Changed?



- They were last updated in 2003
- Moor Road yard layout has changed
- They do not fully reflect the way we would like to work
- They are still largely based on the British Rail rule book
- We don't, and aren't likely to, carry freight for customers
- They contain a lot of procedures, that are or should be covered elsewhere – and essentially are not rules

The Changes – Generally



- Most regulations simplified & reworded
- Reformatting to simplify reading
- List of definitions included
- Sections F & G merged
- New section J in relation to crossings
- Appendix A relating to Pilotman working removed
- New Appendix A inserted, providing route map

The Changes – Section A



- Removal of incident reporting regulations – the relevant general regulations cover reporting of any incidents and procedures to follow
- Specific reference to adequate supervision of trainees;
 - This is worded to give flexibility to ensure trainee staff can carry out operations, without being too restrictive to those supervising.
 - An example: a competent fireman, with sufficient driving experience of steam locomotives, may drive a light steam locomotive by line-of-sight supervision of the driver.

The Changes – Section B



- Removal of medical and competence assessment regulations – the relevant policy documents cover the procedures to follow in respect of medical fitness and achieving & maintaining competence.
- Reference included to being in possession of grade cards;
 - This does not mean they need to be on the person, but they need to be at least on the railway's premises such that the grade card can be presented in a timely fashion when requested.
- Crewing requirements simplified and specific to operations outside of Moor Road yard.
- New rule (B8) limiting number of people in guard's compartment to 2.
- Clarify references to Responsible Officer, as most often this will be the driver.
- Reference to designated standby locomotives;
 - This information will be displayed in the running shed and/or operations notice board.

The Changes – Section C



- Clarifies responsibilities for operating trains with more than one locomotive.
- Allows more than one locomotive to operate in same section;
 - The emphasis here is that the drivers of each locomotive must reach a clear understanding and operate under line of sight working – i.e. be prepared to stop quickly.
- Allows more than one locomotive in token section to facilitate recovery;
 - It is not necessary to return token to Moor Road yard (unless needed to release rescue locomotive).
 - Rescue locomotive must travel at an appropriate speed so as to stop short of any hazard on the line, and driver of locomotive to be rescued must give assurances they will not move.
- Possession of token is defined for when operating ground frame.
- Sidings operation rules added (C7 & C8);
 - Driver has overall responsibility for movements, permitting movements without a shunter if safe to do so.
- Speed limits now defined in Appendix A

The Changes – Section D



- When multiple trains in operation, only the SRO manages the day, as opposed to previous wording stating SRO & pilotman.
- Pilotman may authorise trains to depart Moor Road for Park Halt without being on the footplate;
 - Pilotman must ensure no conflicting movements can occur or authorise another movement within Moor Road site
 - Driver must not move unless specifically authorised by Pilotman.
- New rule (D8) regarding stabling locomotives in Balm Road loop;
 - Must ensure locomotive is stabled clear of crossing & within fouling points.
- Guard is responsible for contacting SRO for permission to return from Park Halt;
 - As opposed to driver in previous version of regulations.
 - But guard must seek permission in presence of driver.
- New rules defining Written Train Orders & their use (D12 & D13).



The Changes – Section E

- Reference to fixed semaphore and fixed lamp signals removed.
- Graphics provided for hand & hand lamp signals rather than text descriptions.
- Removal of audible codes for signalling purposes;
 - Reference to a crow signal when 'ready to start' removed.
- Level crossing regulations moved to own section;
 - This is new Section J and contains generic crossing rules applicable to all crossings.
 - Each individual level crossing then has its own Work Instruction.

The Changes – Section F



- Train Operating Regulations v7 – Sections F and Section G merged;
 - Section F in previous version of regulations (v7) contained many procedures that form part of demonstrating competence and should not be stipulated as regulations.
 - v8.0 of regulations has the merged sections F & G as section F, with the title of 'Duties of Locomotive Crews'.
- Locomotives to be prepared in accordance with any instructions issued.
- 'Fitness to run' examination must be completed and recorded prior to the operation of trains.
- Locomotives not to be left unattended when engine running/fire lit, unless instructions allowing this are provided by a Senior Engineer.



The Changes – Section F

- Remove reference to a ‘ready to start’ signal when more than one locomotive hauling train;
 - Simplified so that drivers must simply exchange signals.
- Addition for driver to acknowledge guard’s authorisation to depart, and to ensure guard has boarded the train safely prior to departure.
- Rule made clearer in respect of keeping a good lookout;
 - Particularly looking back along the train and when approaching/departing platforms.
- Rules regarding sounding of horn, particularly references to only when necessary. This is to reduce sounding the horn when not needed and to reduce nuisance to local residents.

The Changes – Section F



- New rules specific to out-of-course stoppages (F21, F22 & F23);
 - Driver is responsible for investigation of reason for stoppage, and informing guard of stoppage and action to be taken (if any).
 - Once reason for stoppage is known and remedied by the driver, the train may continue on its journey.
 - Should the guard apply the brakes, it remains the responsibility of the driver to contact the guard and determine the reason for stoppage and course of remedial action required.
 - During the stoppage, the guard must not leave the train nor apply any brakes, unless instructed to by the driver.
 - Should the driver instruct the guard to leave the train, the guard must destroy the vacuum and apply the handbrake.
 - Where the guard has been instructed to leave the train and has applied the handbrake, the guard is required to provide a ready to start signal. This must only be done once the driver has confirmed to the guard that he is happy for the train to proceed, and when the guard has released the handbrake.

The Changes – Section G



- Former Section H in previous regulations
- Reference to additional shunters removed, as there should only ever be one shunter in charge of shunting.
- New rule (G4) prohibiting trailing through points unless points are designated for such use (e.g. spring points).
- New rules (G5, G6 & G7) allowing use of radios for shunting;
 - These must be radios provided by the railway only and used in line with instructions.
- Brake test regulations removed, as the procedures form part of competence assessment and should not be stipulated as regulations.

The Changes – Section G



- New rule (G11) in respect of shunting in buildings where public may be present;
 - Appropriate precautions must be taken to prevent members of the public entering the building where shunting is taking place.
- New rule (G16) requiring shunter or guard to provide instruction to driver to buffer up to any vehicle; until this instruction is received, the driver must stop their train short of what they wish to couple up to.
- Specific rule (G19) to outline measure to be taken if required to go between vehicles for uncoupling;
 - This is only to be used when the uncoupling cannot be done without the locomotive squeezing whilst a person unhooks the coupling by hand – very much a last resort.
- Screw couplings must be equally screwed together whenever in use.
- Before any member of crew goes in between vehicles, they must ensure they have notified the driver and received acknowledgment from the driver that it is safe to go between vehicles.

The Changes – Section H



- Former Section I in previous regulations
- New rule (H3) requiring tail lamps to be placed on the last vehicle in direction of travel
- New rule (H6) specifying a minimum of 50% of axles on a passenger train should have vacuum brakes capable of being applied by the driver, otherwise crew must come to a clear understanding how the train will be kept under control
- New rule (H8) requiring guard to undertake and record a fitness to run examination of the train.
- Enhancement of existing rule in respect of line check to require a record of the line check to be made prior to the operation of trains.

The Changes – Section I



- Former Section J in previous regulations
- New rule (I2) requiring guard to undertake an inspection of the train
 - This is in line with any instructions given and in mind of the intended operations. This does not need to be recorded, unless a defect is found.
- Enhancement & clarification of existing rule in respect of the most downhill vehicle – this must be a manned brake vehicle if vacuum brakes are not operative on the last vehicle (on the downhill end).
- New rule (I6) in relation to conveying staff on goods trains.
- Removal of reference to freight trains worked for British Rail.

The Changes – New Section J



- Includes generic rules applicable to all foot and road crossings.
- Rules J1-J8 are simplified and taken from section E of previous version of regulations.
- Rules J9 & J10 relate to foot crossings and specific considerations.

Work Instructions



- The list of Work Instructions currently produced are:
 - MRT-WI-001 – Moor Road Level Crossing
 - MRT-WI-002 – Beza Road Level Crossing
 - MRT-WI-003 – Tulip Retail Park Level Crossing
 - MRT-WI-004 – Locomotive Driver Experience
 - MRT-WI-005 – Use of Radios
 - MRT-WI-006 – Engine House Operation
- More instructions may be added, and when new instructions are issued, an Operating Notice will advise of the changes


Next Steps



- All documents seen tonight will be in a master file in the workshop
- The updated Train Operating Regulations come in to force on Saturday 2nd September 2017.
- There will be a 6 month review period where feedback is required as to how the updated regulations are working.
- Following feedback received, the regulations may be amended slightly, the implications of any amendments will be communicated in an appropriate manner

Rules & Regulations Feedback



	Rules & Regulations Feedback Form	
<u>Feedback provided on:</u>		
<input type="checkbox"/> Company Rules	<input type="checkbox"/> General Regulations	<input type="checkbox"/> Train Operating Regulations
<u>Rule/Regulation Section & Number:</u>		
<u>Comment:</u>		
<div style="border: 1px solid black; height: 120px;"></div>		
<u>Proposed Suggestion (if applicable):</u>		
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