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comes into force on 05/12/2015

Supersedes GERT8000-HB17 Iss 2 on

05/12/2015 2 Competence You must

not go on or near the line in an area

with CRE unless your certificate of

competence in personal track safety

states that it is valid on lines electrified

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Supersedes GERT8000-HB20 Iss 1 on 05/12/2015 3.2 Work affecting the safety of the line Unless specifically allowed in your company instructions, you must consider the following as types of work that affect the safety of the line.

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Supersedes GERT8000-HB6 Iss 4 on 05/12/2015 2.3 Working where there is

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an approved barrier If the work will not affect the safety of the line and there is a barrier or fence approved by the infrastructure manager between you and any open line, you may work as follows:

Uncontrolled When Printed Supersedes GERT8000-HB6 Iss 4 on ...

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Supersedes GERT8000-HB21 Iss 1 on 05/12/2015
Route at block marker KS102 is kept closed. Route from block marker KS100 to block marker KS102 is kept closed. The signaller will not allow trains beyond KS100 unless the points are in the position for the movement to KS108.

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GE/RT8000/HB21 Rule Book Handbook 21

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Supersedes GERT8000-HB14 Iss 1 on 01/03/2014 7 Propelling movements If the train needs to be propelled, if possible, you must control it from the leading end. If this is not possible, you must arrange for a competent person to:

- ride on the leading vehicle, or
- walk alongside the leading vehicle.

Uncontrolled When Printed GE/RT8000/HB14 Rule Book Handbook 14

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Supersedes GERT8000-HB4 Iss 1 on 06/12/2014 4 Points operator dealing with a complex failure The procedure for a complex failure is similar to a simple failure with the following

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differences. • A route-setting agent will be appointed to be in charge.

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Supersedes GERT8000-HB8 Iss 4 on 05/12/2015
KS100 Signal KS102 will be kept at danger. Signal KS100 will be kept at danger for the route to KS102. The signaller will not allow trains beyond KS100 unless the points are in the position for the movement to KS108.

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3.2 Work affecting the safety of the
line Unless specifically allowed in your
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AC electrified lines GE/RT8000/AC

Rule Book Issue 3 March 2014 Comes
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GE/RT8000/AC Rule Book Module k

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Supersedes GERT8000-DC Iss 2 on 01/03/2014 If you become aware that the line is flooded above sleeper level, you must report this to the ECO in the quickest way possible. You must state the depth and extent of the flooding. You must also report to the ECO any change to the extent of the flooding.

GE/RT8000/DC Rule Book - ttweb.co.uk

Uncontrolled When Printed Document comes into force on 05/12/2015

Supersedes GERT8000-SS2 Iss 5 on 05/12/2015 If you have to go between vehicles to couple or uncouple multiple units, you must:

- make sure the driver is present
- reach a clear understanding with the driver as to

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what is to be done. 3.3 Dealing with
the automatic brake

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This publication forms part of the extended series on railway safety principles and guidance dealing with staff competence, management and organization, railway operations, and human factors. Part 4A centres around a number of principles, each with underlying factors and guidance on each principle, offering explanations and examples. It is primarily aimed at

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those who are responsible for managing the competence of individuals and teams in the railway industry, whose work has an impact on operational safety (including the safety of the public, themselves and their co-workers). It is of particular interest to railway infrastructure controllers, all train/tram operating companies, maintenance/renewal companies, and their contractors/subcontractors.

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Contents: Introduction; Integrating the tramway; Tramway clearances; The infrastructure; Tramstops; Electric Traction System (ETS); Signalling; Tram design and construction;

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Tramway signs for tram drivers; Road
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