BLUEBELL RAILWAY

REGULATIONS FOR SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

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BELL SIGNALS

REGULATION	DESCRIPTION OF SIGNAL	CODE
1	CALL ATTENTION	1
3 & 4	IS LINE CLEAR? for Passenger Train Passenger train to & from the national rail network Pullman Train (conveying passengers) Royal Train Empty Coaching Stock Goods or Through Engineer's Train Light Engine(s) Engine and Brake Van	 3-1 4 4-2-1 4-4-4 2-2-1 3-2 4-1 1-1-3
3,4 & 8	IS LINE CLEAR? for Engineer's Train requiring to stop in Section	 5
3,4 & 9a	IS LINE CLEAR? for Trolley or Permanent-Way Machine (Through (Stopping in Section	 1-2-1 1-3-1
3	TRAIN ENTERING SECTION TRAIN ENTERING SECTION with restricted gauge engine(s)	2 1-2
6	BANK ENGINE(S) IN REAR OF TRAIN	1-4-1
10 & 12	TRAIN OUT OF SECTION OR OBSTRUCTION REMOVED	2-1
12	OBSTRUCTION DANGER	6
13	RELEASE TOKEN TOKEN REPLACED	5-2 2-5
17	STOP AND EXAMINE TRAIN	7
18	CANCELLING "IS LINE CLEAR" OR "TRAIN ENTERING SECTION"	3-5
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19	TRAIN PASSED WITHOUT TAIL LAMP (to box in advance (to box in rear	 9 4-5
20	TRAIN DIVIDED	5-5
22	TRAIN OR VEHICLES RUNNING AWAY	2-5-5
24	OPENING OF SIGNAL BOX CLOSING OF SIGNAL BOX CLOSING OF SIGNAL BOX where Section Signal is locked by the Block	5-5-5 7-5-5 5-5-7
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REGULATIONS FOR SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

Object of Electric Token Block System.-(a) The object of the system of Electric Token Signalling is to prevent more than one Train being between two Token Stations at the same time, and when no Train is in the Section between two Token Stations, to allow a Train to start from either end. This is accomplished by every Train carrying a Token, one Token only being obtainable from the Token Instruments of the same Section at the same time.

(b) The signalling of Trains on the Electric Token system does not in any way dispense with the use of Fixed or Hand Signals or Detonators whenever and wherever such Signals or Detonators are necessary to protect obstructions on the Line.

(c) The system under which the Electric Token Instruments are to be worked and the method of indicating descriptions of approaching Trains, are laid down in the following Regulations:-

Drivers Not to Start without Token and Proper Signals being Exhibited. -(a) Except as provided in Regulations 14A, 14B and 25, a Driver will render himself liable to dismissal if he leaves a Token Station without the Token for that Section of the Line over which he is about to run, or unless it has been shown to him as required by the following paragraph. In the event of a Driver having left a Token Station without the Token for the Section, such Token must not be returned to the Instrument until confirmation has been received that the Section is clear. An entry must be made in the Occurrence Book and the Train Register.

(b) When a Train has more than one Engine or where two or more Light Engines are coupled together, the Token must be shown to each Driver and delivered to, and carried by, the Driver of the rearmost Engine.

(c) After receiving the Token, the Driver must not proceed until all the necessary Fixed or other Signals have been exhibited. He must keep the Token under his own charge (except as explained in Regulations 14 and 14A) until he reaches the end of the Section, when he must give it up to the Signalman or other duly authorised person except as provided for in Regulation 14B.

(d) Except as provided for in Regulation 14B(a)(i) and (b)(ii), Drivers must not take the Token beyond the Token Station at which it should be left.

(e) The person in charge of Token working will render himself liable to dismissal if he contributes to any irregularity in the Token Working.

(f) Each Token has engraved or marked on it the name of the Token Station at each end of the Section to which it applies, and the Tokens of adjoining Sections are different in shape and colour.

Custody and Transference of Token.- (a) Except as provided in Regulations 25 and 35, the Signalman or other person in charge of the Token Working for the time being is the **Sole Person** authorised to take a Token from, or place it in, the Instrument.

(b) Except where some other person is specially appointed to the duty, the Signalman is the **Sole Person** authorised to receive a Token from, and deliver it to, the Driver, who, while it is under his charge, must carry it in the socket or other place provided for the purpose. Under no circumstances except as provided in Regulations 14, 14A and 35, must a Token be transferred from one Train to another without being passed through the Instrument and dealt with in accordance with these Regulations.

Note. - When Tokens are exchanged by hand care must be taken to see that the pouch is held with the open face towards the recipient.

Normal Indication of Fixed Signals during the Time that the Signal Boxes are Open. - Unless instructions are issued to the contrary, the normal indications of Fixed Signals will be as under :-

STOP SIGNALS at DANGER

DISTANT SIGNALS at CAUTION

and care must be taken to ascertain that the Line is clear and that the Rules and Regulations have been complied with before any signal is lowered for a train to proceed. References to the lowering of Fixed Signals also cover the placing otherwise than by lowering (e.g. by raising) of such Signals to the "Clear" position or by displaying a less restrictive aspect. References to the placing or maintaining of Fixed Signals at "Danger" also cover the placing or maintaining of Distant Signals at "Caution".

Working of Fixed Signals.- The Section Signal must not be lowered until a Token has been obtained for the Train to proceed to the Token Station in advance. In the cases referred to in Regulations 14, 14A, 14B, 14C and 20(g), the Section Signal must not be lowered, but may be passed at Danger upon the Driver being instructed verbally to do so by the Signalman.

Use of Instruments and Bells. - (a) These must be used exclusively for the purposes shown in these Regulations and only by the Signalman or other person specially appointed for the duty.

(b) The movements on the Instruments and Bells must be made slowly and distinctly and the pauses between the sets of beats clearly marked.

(c) Except as provided in Regulation 25, the Telephone must not be used in place of the Bell Signals prescribed in these Regulations.

1. Call Attention. - This Signal is not applicable to Token Instruments.

2. Repetition and Acknowledgement of Signals. - All Signals must be acknowledged by exact repetition and no Signal must be considered as understood until it has been correctly repeated to the Token Station from which it was received. When the **Is Line Clear** Signal is not acknowledged, it must be given again at short intervals unless the Signalman has been advised on the telephone that the Train cannot be accepted.

3. Method of Signalling. - The necessary instructions are contained in the Appendix at the end of these Regulations.

4. Line Clear, or giving permission for a Train to approach. -(a) The **Is Line Clear** Signal must be acknowledged and permission given for a Train to approach in accordance with Regulation 3 provided the line is clear to the Clearing Point.

CLEARING POINT. The term "Clearing Point" used in these Regulations indicates the point in advance of the outermost home signal to which the line must be clear before a train can be accepted in accordance with Regulation 4.

(b) *Not applicable to The Bluebell Railway.*

(c) *Not applicable to The Bluebell Railway.*

(d) If the Signalman is not in a position to give permission for the Train to approach when the Signalman in the rear sends the **Is Line Clear** Signal, that Signal must not be acknowledged by the Signalman at the Box in advance who must advise the Signalman at the Box in the rear by Telephone that he cannot

accept the Train. When the Signalman to whom the **Is Line Clear** Signal has been sent is prepared to receive the Train he must give permission for it to approach in accordance with the prescribed regulations.

5. *Not applicable to The Bluebell Railway.*

6. Bank Engine in Rear of Train. (1-4-1). - (a) After the **Train Entering Section** Signal has been given to the Token Station in advance and acknowledged by the Signalman there for a Train that is assisted by an Engine in the rear, the **Bank Engine in Rear of Train** Signal must be given to the Token Station in advance, to indicate that an Engine is assisting the Train in the rear. The **Bank Engine in Rear of Train** Signal must be acknowledged, and a Note of the Signal must be made in the Train Register and the **Train Out of Section** Signal must not be given until the assisting Engine has arrived.

(b) When the Train has an Engine in the rear, the Token must be shown to the Driver or Drivers in front of the Train and delivered to, and carried by, the Driver in the rear of the Train.

(c) An Assisting or Bank Engine must not leave the Train it is assisting or banking except at a Token Station.

NOTE.-THIS REGULATION ONLY APPLIES WHEN THE USE OF BANK ENGINES IS SPECIALLY AUTHORISED AND IN CONNECTION WITH REGULATION 14 (g).

7. Engines Coupled together. - When, in the case of Light Engines coupled together, it may be necessary to detach one or more of the Engines, or to detach one Engine from a Train worked by two Engines in front, on any Running Line, the Driver of each Engine requiring to be detached must, before uncoupling, unless he can verbally communicate with the Signalman from his Engine, send his Fireman to the Signal Box to make the Signalman clearly understand what is about to be done, and in what direction the uncoupled Engine or Engines are required to proceed.

8. Engineer's Train Requiring to Stop in Section. (5 consecutively). - (a) When an Engineer's Train has to stop in a Token Section for Permanent Way purposes, the Signalman must give the prescribed **Is Line Clear** Signal, and the Signalman at the Token Station in advance must, if the Line is clear to the

Clearing Point, give permission for the Train to approach his Box in accordance with Regulation 4. When an Engineer's Train, which has been signalled as a Through Engineer's Train requires to stop in the Section for Permanent Way purposes, and comes to a stand at a Token Station to enable the Guard to inform the Signalman that his Train is going to stop in the Section in advance (see Rule 175) the Signalman must restore the Token to the instrument and give the **Cancelling** Signal, and when the Signal has been acknowledged, he must signal the Train as an Engineer's Train Requiring to Stop in the Section.

(b) An Inspection Train requiring to stop in Section may be dealt with in a similar manner. The Signalman in rear must inform the Signalman in advance the description of the Train.

(c) The Driver of an Engineer's Train that has to do work on the Line must be told, when receiving the Token, to which end of the Section it is to be taken and at what time it is to be there, in order to clear the Line for the next Train; similar information must be given to the Guard.

(d) If the Guard of the Engineer's Train requires his Train to return to the Token Station in the rear instead of going through to the Token Station in advance, he must obtain the permission of the Signalman before the Train enters the Section. When the Train has arrived back complete and the Single Line is again clear, the Signalman must restore the Token to the Instrument and give the **Cancelling** Signal to the Token Station in advance.

(e) *Not applicable to The Bluebell Railway.*

(f) When an Engineer's Train in possession of the Token is at work on the Line, it will not be necessary to send out Flagmen to protect it.

9. *Not applicable to The Bluebell Railway.*

9A. Trolleys, Permanent-Way Machines Etc. {Through (1-2-1) Required to Stop in Section (1-3-1)} (a) When it is necessary for a Trolley or Permanent-Way Machine to run on any portion of a Single Line the Ganger, or person in charge, must be in possession of the Token, the Vehicle being Block Signalled in accordance with the prescribed Codes.

(b) Before a Trolley or Permanent-Way Machine is allowed to leave a Signal Box the Signalman must give the prescribed **Is Line Clear** Signal and the Signalman at the Box in advance must, whether the Vehicle requires to stop in the Section or not,

provided the Line is clear to the Clearing Point, give permission for the Vehicle to approach his Box in accordance with Regulation 4.

(c) If the Vehicle requires to return to the Token Station in the rear instead of going to the Token Station in advance, permission must be obtained from the Signalman before the Vehicle enters the Section. When the Vehicle has arrived back complete the Signalman must restore the Token to the Instrument and give the **Cancelling** Signal to the Token Station in advance.

10. Train Out of Section. (2-1). - Trains must be considered out of Section and the **Train Out of Section** Signal given to the Signal Box in the rear when the last vehicle (with Tail Lamp attached) has passed the Clearing Point.

When the last Vehicle of a Train does not pass the Signal Box and it is necessary to give the **Train Out of Section** Signal before the Train passes the Signal Box, the Signalman must, before giving such Signal, ascertain from the Guard or Shunter in charge of the Train that the whole of the Train (with Tail Lamp attached) has arrived, and the Guard or Shunter will be held responsible for giving this information to the Signalman, unless arrangements have been made for another competent member of the staff to perform this duty. In the case of a light engine, the Fireman will be held responsible for giving this information.

11. Train an Unusually Long Time in Section. - When a Train is an unusually long time in a Section the Signalmen at both ends of the Section must take the necessary action with a view to ascertaining the cause and immediately advise the Station Master.

11A. Crossing Trains Out of Course. - (a) If one of the Trains which have to pass each other at a Crossing-place is late, the Train arriving first must be sent on to the next Crossing Station in advance if it will be advantageous to do so.

(b) The Signalman or person in charge will be held responsible for deciding whether this shall be done or not, using his discretion according to the circumstances and the Signalman at the Token Station in advance must be informed of the course decided upon.

12. Obstruction Danger Signal. (6 consecutively). - (a) If it is necessary, due to obstruction or other cause, to prevent the approach of a Train from the Token Station in the rear, the **Obstruction Danger** Signal must be sent to that Station, whether or not the **Is Line Clear** has been received from that Station. The **Obstruction Danger** Signal must also be sent to the Token Station in the rear when a Signalman observes a Train approaching his Box for which:-

(1) He has not accepted the **Is Line Clear** Signal.

(2) He has not received the **Train Entering Section** Signal.

(3) He has not received advice by telephone and the **Train Entering Section** Signal in the case of Trains dealt with under Regulations 14 and 25.

(4) He has not received the **Vehicles Running Away** Signal from the Box in the rear.

(b) The Signalman forwarding the **Obstruction Danger** Signal must place or maintain his Signals at Danger to protect the obstruction.

(c) If necessary, the Signalman must send the **Obstruction Danger** Signal in both directions.

(d) The Signalman receiving the **Obstruction Danger** Signal must immediately place or maintain his Signals at **Danger** and must not allow any Train to proceed towards the Token Station from which he received the **Obstruction Danger** Signal until he either receives the **Obstruction Removed** Signal and the **Is Line Clear** has been accepted by the Signalman in advance, or it becomes necessary to allow a Breakdown Train or other Train to enter the Section to render assistance. Such Breakdown Train or other Train going to render assistance must be signalled and dealt with in accordance with Regulation 14.

(e) If a Signalman receiving the **Obstruction Danger** Signal succeeds in stopping a Train for which the **Is Line Clear** Signal has been accepted by the Signalman at the Token Station in advance, he must replace the Token in the Instrument and advise the Signalman at that Station by giving the **Cancelling** Signal, which Signal must be acknowledged.

(f) If a Signalman receiving the **Obstruction Danger** Signal is not able to stop a Train for which the **Is Line Clear** Signal has been accepted by the Signalman at the Token Station in advance, he must, instead of acknowledging the **Obstruction**

Danger Signal, at once send the **Vehicles Running Away** Signal and the Signalman receiving the latter Signal must immediately use all means possible to stop the approaching Train, afterwards acknowledging the Signal.

(g) When the Obstruction has been removed and the Line or Lines are again clear, the **Obstruction Removed** Signal must be sent to the Signal Box in the rear. If, however, the Signalman at the Box in the rear is unable to stop a Train for which the **Is Line Clear** Signal has been accepted, the **Obstruction Removed** Signal must not be forwarded to the Signal Box in the rear until such Train is clear of the Section.

12A. Obstruction (Animals) on Line. - (a) If a Signalman becomes aware that cattle, horses, or other animals are on the line and likely to cause an obstruction he must at once inform the Signalman at the opposite end of the Section affected of the circumstances on the Telephone and take the necessary steps to have the Line cleared. Until it has been ascertained that the Line is clear all Trains and Engines must be brought to a stand and the Driver verbally informed of the circumstances and instructed to proceed cautiously.

(b) If there is a tunnel in the obstructed Section the Signalman, before allowing a Train to enter the Section must verbally explain to the Driver and Guard that there is an animal on the Line, and that although the Train may proceed into the Section it must not enter the Tunnel until they have ascertained that the Tunnel is clear.

(c) When either Signalman has ascertained that the Line is clear, he must advise the Signalman at the opposite end of the Section, and ordinary working must be resumed.

13. Release Token for Shunting.(5-2) - (a) To obtain a Token for shunting the Signalman must send the **Release Token for Shunting Signal (5-2)** to the next Token Station, and the Signalman there must, provided he is in a position to accept such a Signal, acknowledge it, and give permission for a Token to be withdrawn.

(b) When the shunting is completed, and the Single Line is again clear, the Token must be replaced in the Instrument, and the **Shunting Completed - Token Replaced** Signal **(2-5)** sent to the next Token Station.

(c) If a Signalman is not in a position to release a Token for shunting purposes, he must not acknowledge the **Release Token for Shunting** Signal, but must advise the Signalman at the Box in the rear by Telephone.

14. Section Obstructed. - (a) In the event of an Engine becoming disabled between two Token Stations, the Fireman, after arranging with the Guard and obtaining an assurance from the Driver that he will not move his Engine until assistance arrives, must take the Token to the nearest Token Station, putting down Detonators in accordance with Rule 179(*a*) and the Guard will proceed in the opposite direction, protecting his Train as directed in Rule 179(*a*). In the case of a Light Engine, the Fireman, before proceeding to the nearest Token Station for assistance, must protect the Engine in the opposite direction, by putting down three detonators on the Line at least 300 yards from the Engine.

On reaching the Token Station, the Fireman must inform the Signalman of the circumstances and show him the Token. If an assisting Engine is available at that end of the Section, the Signalman must authorise the Driver of the assisting engine to pass the section signal at Danger and the Fireman must personally hand the Token to the Driver and conduct the Engine to the disabled Train. The Driver of the assisting Engine must not allow the Token to pass out of his possession until the disabled Engine, with the whole of the Train (if any) is removed clear of the Section, except when the Line is obstructed and special arrangements are made for the working in accordance with Regulation 14A.

(b) If it is necessary for an assisting Engine to be obtained from the other end of the Section, the Fireman must hand the Token to the Signalman, who, after having come to a clear understanding with the Signalman at the other end of the Section as to what is about to be done, must place the Token in the Instrument to enable a Token to be withdrawn at the other end. However, if any track circuit within the Section is showing "occupied", it will be necessary to institute Pilotman working in accordance with Regulation 25 and the Token must be retained and handed to the Pilotman.

The Signalman at the other end of the Section, before handing the Token to the Driver in such circumstances, must pull and replace his section signal and must make the Driver clearly understand what he is required to do and instruct him to pass the Section Signal at "Danger" and to pick up the Guard, if present, who will conduct the assisting Engine to the disabled Train.

(c) If it is necessary to clear a Section under the conditions set forth in Regulations 14B, 20 and 22, the Signalman must, if the Engine which is to remove the obstruction starts from that end of the Section where the Token is out of the Instrument, ensure that the Driver has the Token and instruct him to proceed cautiously to the vehicle or vehicles which have become detached and remove them to the most convenient end of the Section.

If, however, the assisting Engine is to start from the other end of the Section, then the Token must (after all arrangements are made) be placed in the Instrument, so that one may be withdrawn at the other end of the Section to enable the assisting Engine to proceed to the vehicle or vehicles which have become detached, and remove them to the most convenient end of the Section. However, if any track circuit within the Section is showing "occupied", it will be necessary to institute Pilotman working in accordance with Regulation 25 and the Token must be retained and handed to the Pilotman.

In either case, the Signalmen at each end of the Section must communicate with each other and arrive at a clear understanding how the obstruction is to be removed.

(d) If a Signalman receives information from the Fireman of a disabled Train that a second Train is required to enter the Section to assist the disabled Train, or if it is necessary for the Breakdown Van Train to enter a Section obstructed by accident or otherwise, or if it is necessary to clear the Section under Regulations 14B, 20 and 22, the second Train or the Breakdown Van Train, as the case may be, may, after having been brought to a stand and the Driver informed of the circumstances, be allowed to enter the Section under the following arrangements, provided the Driver is in possession of the Token: -

(i) If the assisting Train or Engine proceeds from the Token Station in rear of the obstruction, the Signalman must inform the Signalman at the Token Station in advance of the circumstances, and give the **Train Entering Section** Signal to the Token Station in advance, and after it has been acknowledged, allow the second Train or Light Engine to proceed for the purpose of removing the obstruction. If the assisting Train or Engine is to proceed from the Token Station in advance, the Signalman there must so advise the Signalman at the Token Station in rear. The Signalmen at both Token Stations must note the circumstances in their Occurrence Books. If the disabled Train is taken through to the Token Station in advance, the **Train Out of Section** Signal must not be given until both Trains have arrived, but if the

disabled Train returns to the Token Station in rear, the Signalman there must, after he has assured himself that the Section is clear, replace the Token in the Instrument and give the **Cancelling** Signal to the Token Station in advance.

(ii) The Driver of the assisting Engine must run at reduced speed, and after removing the disabled Engine and the whole of the Train (if the disabled Engine was working a Train) to the most convenient end of the Section, must then hand over the Token to the Signalman who must place it in the instrument.

(iii) The first Train passing through the Section after the Line is again clear must be stopped, and the Driver instructed to proceed cautiously through the Section.

(e) If there is a Tunnel in the obstructed Section, the Driver of the assisting Train must be instructed by the Signalman not to enter such Tunnel unless the Guard of the disabled Train has come back and met the Train, or it has been ascertained that the Tunnel is clear.

(f) If a Train which is within the clearing point is stopped by accident, failure or other exceptional cause, and it becomes necessary to obtain assistance from the rear, the **Train Out of Section Signal** must be given and the Signalman at the rear informed of the circumstances, after which the Train or Engine may be accepted under **Regulation 4**, the Driver being verbally told by the Signalman in rear the position at the Token Station ahead.

(g) If it is necessary for the assisting Engine to continue in the rear of the disabled Train through any Block Section or Sections in advance of the Section obstructed, the circumstances must be explained by Telephone to the Signalman in advance and the **Bank Engine in Rear of Train** Signal given in accordance with Regulation 6.

If it is necessary for an assisting Train to continue in the rear of the disabled Train through any Block Section or Sections in advance of the Section obstructed, the Signalman in rear when forwarding the **Is Line Clear** Signal for the disabled Train, must inform the Signalman in advance by Telephone that the approaching Train is being assisted in rear by another Train and the Signalman receiving this information must enter it in the Occurrence Book and must not give the **Train Out of Section** Signal until both Trains have arrived.

14A. Special Arrangements for Working during Obstruction.- (a) If an accident or obstruction occurs, and traffic is likely to be stopped for a considerable time, special arrangements must

be made for working trains to and from the Token Station on each side of the point of obstruction. In the case of a passenger train the immediate priority must be the evacuation of passengers by the most expedient means.

(b) If the engine or engine and front portion of the disabled train is able to proceed to the Token Station in advance, this can be arranged and, on the way, the Driver must stop to allow the Fireman to place three detonators 10 yards apart on the rail in the rear of the engine or engine and front portion at least 300 yards from the obstruction. The Guard must protect the rear portion of the train in accordance with Rule 179(*a*). On arrival at the Token Station in advance, the Fireman must inform the Signalman of the circumstances and show him the Token. If necessary, an assisting engine or train may be sent from either Token Station under the provisions of Regulation 14 in order to evacuate any passengers remaining in the disabled train.

(c) If the engine of the disabled train is unable to proceed to the Token Station in advance, the Fireman, after arranging with the Guard and obtaining an assurance from the Driver that he will not move his Engine until assistance arrives, must take the Token to the nearest Token Station putting down detonators as he goes in accordance with Rule 179(*a*) and the Guard will proceed in the opposite direction protecting his train in the same manner. On reaching the Signal Box, the Fireman must inform the Signalman of the circumstances and show him the Token. An assisting engine or train may then be sent from either Token Station under the provisions of Regulation 14 in order to evacuate any remaining passengers from the disabled train.

In the case of a light engine, the Fireman, before proceeding to the nearest Token Station for assistance, must protect the engine in the opposite direction by putting three detonators on the rail 10 yards apart at least 300 yards from the engine.

(d) In no case of an obstruction away from a Token Station must a Token be restored to the Instrument at either end of the Section until the Section is again clear and fit for traffic except as laid down in Regulation 14.

(e) When all the passengers have been evacuated from the disabled passenger train, Possession of the obstructed Section must be taken in accordance with the instructions "Method of Taking and Protecting Engineer's Possessions of the Line" in The General Appendix to the Working Timetable.

(f) In the event of the Line becoming obstructed through the failure of a bridge or embankment or other cause when there is no train in the Section, arrangements must be made for a Possession of the obstructed Section to be taken in accordance with the instructions "Method of Taking and Protecting Engineer's Possessions of the Line" in The General Appendix to the Working Timetable.

(fa) Notwithstanding Regulation 14(f), if a Section of the line is obstructed by any cause other than a failed or disabled train and the obstruction is expected to remain for a considerable time, trains (other than engineer's trains required to proceed to the site of the obstruction) may be worked towards the obstruction provided that the following conditions are met.

(i) A red banner (red light after sunset or during fog or falling snow) and three detonators ten yards apart are placed on the track not less than ¼mile from the obstruction.

(ii) A board bearing the word "STOP" indicating the point to which trains (other than engineer's trains required to proceed to the site of the obstruction) may proceed is placed beside the line not less than 100 yards in rear of the banner and detonators described above.

(iii) All trainmen who are to work trains (other than engineer's trains required to proceed to the site of the obstruction) have been provided with, and signed for, written details of the extent of the reduced Section and the method by which it is to be worked.

(fb) When the above conditions have been met, the line between the Token Station in rear and the "STOP" board described in (fa)(ii) above may be brought into use using a Token for the Section in question. If it is necessary to work trains (other than engineer's trains required to proceed to the site of the obstruction) towards the obstruction from both ends of the Section a Pilotman must be appointed to accompany all trains

towards one side of the obstruction, a Token being retained for use on the other where possible. If it is not possible to obtain a Token, Pilot working must be used on both sides of the obstruction and Drivers authorised to pass the Section signal at Danger as necessary. The Working by Pilotman must be established in accordance with the method set out in Regulation 25(a). The Pilotman must wear the distinctive Badge as described in Regulation 25(b) (page 29)

(fc) Unless propelling is permitted by Table B of the Bluebell Railway Sectional Appendix, an engine must be provided at each end of all trains in which case the Token or Pilotman must be transferred between engines before the train reverses direction, the Driver carrying the Token must show it to the Guard and the Driver(s) of any other engines in the train and hand it to the Driver of what is to become the rearmost engine.

(fd) When an Engineer's Train is required to proceed from a Token Station to the Point of Obstruction, the Engineer must take possession of that part of the Section in accordance with the instructions "Method of Taking and Protecting Engineer's Possessions of the Line" (see Bluebell Railway General Appendix - Section 4) the "STOP" board must be removed or obscured and the banner, light and detonators removed. If the Engineer's Train is removed from the Section before the obstruction is removed the banner/light, detonators and "STOP" board must be replaced in accordance with Clause (fa) before any other train is allowed to enter the Section.

(g) When the line is again clear and fit for traffic the Possession must be given up in accordance with the instructions "Method of Taking and Protecting Engineer's Possessions of the Line" in The General Appendix to the Working Timetable and Working by Pilotman (if in force) withdrawn, from that time onwards traffic must again be conducted in accordance with these Regulations.

Working in accordance with these Regulations can only be reinstated when all Engineer's possessions have been surrendered. If either or both ends of the Section are open for traffic (other than engineer's trains required to proceed to the site of the obstruction) all banners/lights, detonators and "STOP" boards must be removed and, if Pilot-working is in operation when the obstruction is removed, the Pilotman must obtain the Token in use on the other side of the obstruction and travel with it on the first Train to pass the point of obstruction then hand the Token to the Signalman when withdrawing Pilot-working. If Pilot working is in use on both

sides of the obstruction, both Pilotmen must proceed together to one end of the Section and, after the notices for working by Pilotman have been withdrawn at that end, they must accompany the first train through the Section which has been obstructed and collect all remaining forms. Pilot-working (if in operation) must be withdrawn and all the forms issued in accordance with Clause (fb) must be cancelled by the word "Cancelled" being written across the face of each. When working in accordance with these Regulations has been reinstated, the Signalmen must advise the Drivers and Guards of all trains entering the Section that through working has been resumed.

14B. Train or Portion of Train Left on Single Line. - (a) When a Train has to be left, or divided and the rear portion left, on the Single Line, owing to accident or inability of the Engine to take the whole forward, the following instructions must be observed :-

(i) The Driver must retain the Token until the whole of the Train is removed from the Section unless it is necessary for another Engine to remove the rear portion.

(ii) The man who divides the Train must inform the Driver how many vehicles, if any, are being taken forward, and after sunset, or during fog or falling snow, or if the division is made in a Tunnel, he must place three detonators on the Line, 10 yards apart, not less than 300 yards ahead of the portion left behind.

(iii) The Guard must protect his Train in the rear in accordance with Rule 179(*a*).

(iv) The Driver must, before returning to the rear portion of the Train, satisfy himself that the front portion is complete.

(b) When a Train, or portion of a Train, has been accidentally left on the Single Line, or at a Token Station, the following instructions must be observed:-

(i) If both portions of the Train have been brought to a stand within sight of each other, the front portion may be set back to the rear portion.

(ii) The Driver must retain the Token until the whole of the Train is removed from the Section unless, it is necessary for another Engine to remove the rear portion.

(iii) The Driver must (except in the case described in paragraph (i)) take the front portion, if any, forward to the nearest place where it can be berthed.

(iv) The Guard must secure the Train or the rear portion thereof left behind, and after sunset or during fog or falling snow, or if the division has taken place in a Tunnel, must place three detonators on the Line ten yards apart not less than 300 yards ahead of the portion left behind. He must then protect his Train in the rear in accordance with Rule 179(*a*).

(v) The Driver must not return for the Train or rear portion thereof, until it has been ascertained that the whole of the vehicles of the Train have come to a stand and, if there is no Signal Box near from which this information can be obtained, the Driver must send his Fireman on foot for this purpose.

EXCEPTION. - If the gradients of the Line over which the Train is to run are such that it can be concluded that the Train or rear portion is at a stand at the time when the Engine requires to return, the Driver may return to his Train, or rear portion thereof, without having ascertained that the rear portion has been secured, but must proceed cautiously.

(vi) A White Light must be placed on the leading vehicle of the rear portion before that portion is propelled to the Signal Box in advance, or drawn back to the Signal Box in rear.

(c) If it is necessary to allow an Engine to enter the Section at the Signal Box in the rear of the divided Train, for the purpose of removing the obstruction to the most convenient end of the section, the working must be conducted in accordance with Regulation 14.

(d) The Driver, when returning for the portion of the Train that has been left behind, must not pass any Signal Box without the permission of the Signalman.

(e) If a failure occurs to a Bank Engine assisting a Train in the rear or the combined engines are unable to continue with the whole train, the Fireman of the Bank Engine must obtain an assurance from his Driver that he will not move his engine until assistance has arrived and, after advising the Guard of the circumstances and showing him the Token, hand it to the Driver of the Train Engine. The instructions in Clause (a) must be observed and, if any vehicles other than the Bank Engine are left in the section, the Guard must remain and protect the train in the rear in accordance with Rule 179(*a*), otherwise the Fireman of the Bank Engine must perform this duty. The Train Engine must then proceed to the Token Station in advance and, after informing the Signalman what he is about to do and showing him the Token, must obtain the Signalman's authority to pass the section signal at Danger and return and remove the rear portion of the Train and/or the Bank Engine from the Section. If this is not possible and it is necessary for an Engine to enter the Section from the Token Station in the rear the working must be conducted in accordance with Regulation 14.

(f) If a train assisted by an Engine in the rear becomes divided and the front portion proceeds owing to the Driver of the Train Engine not being aware of the circumstances, the Driver of the Bank Engine must draw the rear portion back to the Token Station in the rear. If this is not possible, the Fireman must obtain an assurance from his Driver that he will not move his engine until assistance has arrived and, after showing the Token to the Guard, if present, take it to the nearest Token Station. The Bank Engine and/or the rear portion of the Train must be protected and the obstruction removed in accordance with the provisions of Regulation 14.

If a Train assisted by an Engine in the rear becomes accidentally divided and the rear portion has been drawn back to the Token station in the rear, an Engine must be sent to examine the Line in accordance with Regulation 14C before normal working can be resumed.

(g) If the Train is assisted by a Bank Engine in the rear, and the Train Engine becomes disabled so that it cannot be moved forward, the Bank Engine must draw the Train back to the Token Station in the rear. The Token must not be delivered up to the Signalman, but must be retained by the Driver of the Bank Engine, who will return to the assistance of the disabled Train Engine, acting in accordance with the provisions of Regulation 14.

14C. Examination of the Line. - (a) When it is necessary to examine the Line and telephone communication exists between the two Signal Boxes, an Engine or other vehicle may be allowed to enter the Section, provided the **Train Out of Section** or **Cancelling** Signal has been sent or received, as the case may be, for the previous Train. The circumstances must be explained to the Driver, and he must be instructed to proceed cautiously through the Section, prepared to stop short of any obstruction. Where practicable, the engine must be accompanied by a Station Master or other competent person. After sunset, during fog or falling snow, or where a Tunnel intervenes, the Engine must always be so accompanied.

(b) The Signalman at the Box at which the Engine enters the Section must not forward the **Is Line Clear** Signal for the Light Engine, but must inform the Signalman at the Box in advance of the circumstances under which the Engine is entering the Section and obtain a Token. The section signal must be pulled and replaced and then, after the **Train Entering Section** Signal has been given, the Driver must be handed the Token, cautioned and authorised to pass the section signal at Danger. The Token so obtained must not be placed in the Instrument at either end of the Section until the person in charge has reported that the Line is safe for the passage of Trains. The circumstances must be noted by both Signalmen in the Occurrence Books.

(c) Unless telephone communication exists between the two Signal Boxes, nothing must be allowed to enter the Section for this purpose.

15. *Not applicable to the Bluebell Railway.*

16. Fouling Single Line for Shunting Purposes. - A Train must not be allowed to foul the Single Line outside the Section Signal, unless the Driver is in possession of the Token for the Section.

17. Stop and Examine Train. (7 consecutively). - (a) Signalmen must observe each Train as it passes to ascertain whether there is any apparent necessity for having it stopped at the next Token Station for examination.

If a Signalman observes or becomes aware of anything unusual in a Train during its passage, such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle-box, or other mishap, except a Tail Lamp missing, Tail Light out, or a Train divided, for arrangements as to which see Regulations 19 and 20, he must give to the Signalman at the Token Station in advance the **Stop and**

Examine Train Signal, and, where practicable, also advise the Signalman at the Token Station in advance, by Telephone, the reason for the **Stop and Examine Train** Signal.

The Signalman in advance must immediately place or maintain his Signals at "Danger". When stopped, the Train must be carefully examined and dealt with as required.

If, after examining the Train, there is any possibility that any person or object may have fallen from it, the Signalman who received the **Stop and Examine Train** Signal must, if the next Train is travelling in the opposite direction, inform the Driver of that Train of the circumstances, and instruct him to proceed cautiously to the next Token Station. He must, also communicate with the Signalman who forwarded the Signal in order that the latter may, if necessary, caution the Driver of the next Following Train.

If either Signalman becomes aware, or have reason to believe that the Permanent Way is fouled or damaged, he must immediately advise the Signalman at the Token Station at the opposite end of the Section affected and no Train must be allowed to proceed through the Section or Sections affected, unless the Line has been examined and is safe for the passage of a Train; an Engine may, however, be allowed to enter the Section or Sections affected in the same or opposite direction in accordance with Regulation 14C.

(b) If the **Stop and Examine Train** Signal has been sent on account of a door being open on a Passenger Train, the Signalman sending the Signal must advise the Signalman at the Token Station in rear by Telephone, and the first Train entering the Section concerned need not be detained until evidence has been obtained that the Line is not obstructed but must be stopped, the Driver informed of the circumstances, and instructed to proceed cautiously to the next Token Station, keeping a good look-out. If, however, information is received that a passenger has fallen from the Train, the Signalman concerned must act in accordance with the last paragraph of Clause (a).

(c) *Not applicable to the Bluebell Railway.*

(d) If an Engine passes a Signal Box with all the Head Lights out when they should be burning, the Signalman must telephone the information to the Signal Box in advance and the Signalman there must stop the Train and request the Driver to re-light the Lamps. In the event of the Telephones having failed, the **Stop and Examine Train** Signal must be sent.

Where the head code of a Train consists of more than one Light, it will not be necessary to stop the Train provided at least one Lamp is alight, the Signalman at the Box in advance must be notified of the fact by means of the Telephone. If necessary, the information must be passed to the Box ahead as necessary to avoid the Train being wrongly diverted and with a view to the Lamp or Lamps being re-lit at the next Station at which the Train is booked to stop.

18. Cancelling Signal. (3-5). - (a) If it is necessary to cancel the **Is Line Clear** or **Train entering Section** Signal, the Signalman must restore the Token to the Instrument and send the **Cancelling** Signal to the Token Station in advance, which Signal must be acknowledged. An entry must be made in the Train Register recording the fact of the Signal having been cancelled. The **Cancelling** Signal must be used in all circumstances when the Token is replaced in the Instrument from which it was withdrawn except provided in Regulations 13, 14 and 14A.

(b) **Last Train Signalled Incorrectly Described. (5-3). -** If a Signalman has sent an incorrect **Is Line Clear** Signal which has been acknowledged by the Signalman in advance, he must send the **Last Train Signalled Incorrectly Described** Signal to the Token Station in advance and, after this Signal has been acknowledged, he must send the correct **Is Line Clear** Signal. The Token must not be restored to the Instrument.

19 Train Passed Without Tail Lamp. (To Box in Advance - 9 consecutively. To Box in Rear - 4-5). - (a) All Trains and Light Engines must carry a Tail Lamp, both by day and by night, to indicate to the Signalman that no vehicle has become detached on the journey, and Signalmen must carefully watch each Train as it passes, and satisfy themselves that it is complete before giving the **Train Out of Section** Signal to the Token Station in rear.

(b) If a Train passes without a Tail Lamp, or the Signalman is unable to satisfy himself whether or not the Tail Lamp is on the Train, he must immediately send the **Train Passed Without Tail Lamp** Signal (9 consecutive beats to the Token

Station in advance, and 4-5 beats to the Token Station in rear) but must not place the Token in the Instrument; he must not allow any Train to approach from the Token Station in rear, or proceed towards that Token Station until he is satisfied that the Line is clear. If he receives the **Train Out of Section** Signal from the Token Station in advance or he is advised by that Station that the Train is complete, he must then place the Token in the Instrument and give the **Train out of Section** Signal to the Token Station in rear, but should it be ascertained that the Train is divided, the provisions of Regulation 20 (so far as they apply) must be carried out.

(c) The Signalman in advance, on receiving the **Train Passed Without Tail Lamp** Signal must allow the Train to enter the Station and bring it to a stand to ascertain whether or not the Train is complete. If the Train is complete he must give the **Train Out of Section** Signal in accordance with Regulation 10. If the Train is incomplete he must advise the Signalman in rear accordingly.

(d) If a Train passes with a Tail Light out when it should be lit and the Signalman can plainly see the Lamp, and is satisfied that the Train is complete, he must give the **Train Out of Section** Signal to the Token Station in rear, and the **Train Passed Without Tail Lamp** (9 consecutive beats) to the Token Station in advance, and advise the Signalman of the circumstances.

(e) If a Goods Train passes without a Tail-Lamp and also without Side Lamps, the Signalman must assume that the Train has become divided and carry out Regulation 20. If the line is on a rising gradient from the Box in the rear the Signalman must also carry out the provisions of Regulation 22.

If only one of the Side or Tail Lamps on a Goods Train is missing, or out, the provisions of this Regulation (19) need not be carried out, but the Signalman at the Box in advance must be notified by Telephone so that the Lamp may be replaced or re-lit at the next Station at which the Train is booked to stop.

20 Train Divided. (5-5) - (a) The **Train Divided Signal** must be sent to the Token Station in advance whenever a Train which has become divided is entering, or is about to enter, the Section in advance in two or more portions.

(b) If the divided Train is assisted by a Bank Engine in rear, or is running on a falling gradient or where the Line is level, or where the stoppage of the first portion would risk a collision with the second portion, the Signalman, provided permission has been obtained from the Token Station in advance

for the Train to proceed, must not exhibit the Danger Signal to stop the first portion, but he must exhibit to the Driver a Green Hand Signal, waved slowly from side to side in accordance with Rule 182.

(c) If a Token for the divided Train to proceed to the Token Station in advance has not been withdrawn, or if the Train is running on a rising gradient, the Signalman must exhibit the Danger Signal to stop the first portion of the Train, but a Green Hand Signal must not be exhibited. The first portion, when stopped, must be shunted into a Siding as expeditiously as circumstances will permit, or otherwise dealt with as may be necessary to prevent the second portion coming into collision with it.

(d) In the circumstances described in Clauses (b) and (c) the Signalman must, as soon as the first portion of the Train has passed or otherwise been dealt with, place or maintain his Signals at Danger and take proper measures for dealing with the second portion, placing detonators on the rail and exhibiting a Red Hand Signal to attract the attention of the Trainmen.

(e) If a Train becomes divided in starting, and the Driver runs forward with the first portion, leaving the rear portion stationary, the **Stop and Examine Train** Signal must be sent to the Token Station in advance, and not the **Train Divided** Signal.

If the second portion of a Train, which has become divided in running, comes to a stand before entering the Section in advance, the **Stop and Examine Train** Signal must be sent, provided the **Train Divided** Signal has not already been forwarded, and in any case the Signalman must inform the Signalman at the Token Station in advance, also, if necessary, the Signalman at the Token Station in rear, and arrange for the first portion to be stopped.

(f) When the rear portion of a divided Train requires to be removed from a section the provisions of Regulation 14 must be observed.

(g) If it is necessary for a Train to proceed into a Section through which the front portion only of a divided Train has travelled, such Train must not be allowed to enter the Section until the Signalmen at each end are satisfied that the Section is clear. The Signalman in rear must then advise the Signalman in advance of the Train which is ready to enter the Section and, after permission to withdraw a Token has been received, give the **Train Entering Section** Signal. When this Signal has been acknowledged he must inform the Driver of what

has occurred, and instruct him to proceed cautiously. On the Train passing the Token Station in advance with Tail Lamp attached, the **Train Out of Section** Signal must be given. In the event of the second portion of the divided Train following the first portion through the Section ahead, it must be dealt with in the same way as a Train, as described above.

21 *Not applicable to the Bluebell Railway.*

22 Vehicles Running Away. (2-5-5). - (a) If any vehicle, Train or portion of a Train runs away or enters a Section without authority, the Signalman observing the runaway must immediately place or maintain his Signals at Danger and advise the Signalman at the next Token Station towards which the Vehicle, Train, or portion of Train is running by giving the **Vehicles Running Away** Signal. The Signalman at the Token Station receiving this Signal must immediately place or maintain his signals at "Danger" to stop any Train about to proceed on the same Line, and take any measures that may be necessary, such as turning the Runaway Train or Vehicles on to another Line or into a Siding, as may be most expedient in the circumstances.

(b) If the Signalman is unable to take such protective measures he must send the **Vehicles Running Away** Signal to the next Token Station. He must also place detonators on the rails.

(c) If the Runaway Train or Vehicles stop in the Section and assistance is required, the provisions of Regulation 14 must be observed. If the Train or Vehicles are removed from the Section other than under Regulation 14, the Signalmen must come to a clear understanding as to what has been done, and when the next Train requires to pass over the Line affected it must be signalled in the usual way, but the Train must be stopped and the Signalman, when handing the Token to the Driver, must inform him of what has occurred and instruct him to proceed cautiously.

(d) In the event of the front portion of a Goods Train arriving at a Signal Box, having become accidentally divided on a rising gradient in the Section to the rear, the Signalman must send the **Vehicles Running Away** Signal to the Signal Box in the rear.

23 Failure of Electric Repeaters or Signals. - If a Repeater shows that the position of the Signal does not correspond with the position of the lever in the Signal Box, the Signalman must immediately inform the Lineman and arrange for a Handsignalman, where practicable, to be stationed at the failed signal.

If the Signalman can satisfy himself that it is only the Repeater that has failed, either by actual observation or is assured to that effect by some responsible person, it will not be necessary to appoint a Handsignalman.

24 Opening and Closing of Signal Boxes where Switches are Provided.

(a) Opening. (5-5-5). Unless special instructions apply, the Signalman at the Box about to be opened must first inform the Signalmen on each side by means of the Telephone that he is about to put the Box into circuit. Then the switch must be put to the **In Circuit** position after which the **Opening of Signal Box** signal (5-5-5) must be exchanged and the Signals must be placed in their normal positions. Should any train be **In Section** then the Signalman at the Signal Box from which the movement has departed should then send the **Train Entering Section** signal which must be acknowledged.

Should the train have arrived before the Signal Box has been opened then, following the exchange of the **Opening of Signal Box** signals, the Signalman at the opening box must send the **Train out of Section** signal."

(b) **Closing. (7-5-5 or 5-5-7** where Block release is required**).** - After traffic has ceased for the day or at other authorised times, the **Closing of Signal Box Signal** must be sent and acknowledged. The Signal Box which is about to be closed must then be switched out of circuit in accordance with local instructions. Where remote release apparatus is provided this must be tested and the Signalman informed of the result by telephone. The Signalman must not leave duty until a satisfactory test has been carried out or the fault has been reported.

Where authorised, a Signal Box may be switched out of circuit with a Train in the Station in accordance with local instructions.

If bell communication is made between the Signal Boxes on each side of the Box about to be closed, the **Testing of Bells** signal (16 consecutively) must be exchanged and a satisfactory test of the token instruments completed before the Signalman leaves duty.

NOTE. - The Signalman at the Box which is coming into or

going out of circuit and also the Signalman in the Box on each side must make an entry in the Train Register of the time the Box is opened or closed.

25 Failure of Token Apparatus. - (a) In the event of the failure of the Token communication between any two Token Stations, steps must at once be taken to have the fault put right by the Lineman; if his services are not immediately available, traffic may be worked over the Section by means of a Pilotman. The Pilotman will be appointed by the Operations Manager.

The Pilotman must be a responsible person who is conversant with these Regulations. When the Operations Manager is satisfied that the Section is clear and a count has been made of the tokens to establish that the total number held in the instruments be even, the nominated Pilotman shall complete and sign his Pilotmans form PM1 (see pages 36/37 for a specimen) and then dictate it to the Signalman / Signalmen controlling entrance to the Section affected, recording the name of each Signalman on his form and the time that the details were dictated.

Each Signalman to whom the information is dictated shall complete their form PM2 (see pages 38/39 for a specimen) and read it back to the Pilotman. They must also record the details in their Occurrence Books. When all Signalmen have been so advised, the Pilotman must then advise the Signalmen of the time at which Working by Pilotman is to commence and he must record this time on his form PM1. The Pilotman must advise the Stationmaster or person in charge of each of the stations involved that Working by Pilotman is in force. Should the Pilotman be unable to contact any Signalman by telephone, he must attend that Signalbox personally, in order to dictate his information.

Afterwards Trains may be allowed to enter the Section in accordance with the following instructions:-

(i) Before any train is allowed to depart, the Pilotman MUST obtain the authority of the Signalman to authorise the Train to pass the Section Signal at Danger and to proceed into the Section. The Pilotman must inform the Driver and Guard in charge of each Train of the circumstances and, when practicable, accompany every Train; but when it is necessary to start two or more Trains from one end of the Section under his control before a Train has to be started from the other end then, provided that means exist for communicating confirmation of the arrival of the complete train at the other signal box, he must hand the Driver in charge of each Train, not accompanied by himself, one of the

printed Pilot man's Tickets (see page 40 for a specimen ticket), properly filled up and signed, must personally order each Train to proceed and himself accompany the last Train. Before authorising any Train to proceed, the Pilotman must ensure that the Guard is aware whether or not the Pilotman intends to accompany the Train. The Tickets issued in these cases will apply only to the single journey to the other end of the Section, where they must immediately be given up to the Signalman, who must at once cancel them by writing the word "Cancelled" across the face of the Ticket, and after ordinary working has been resumed, they must be forwarded to the Operations Manager. After issuing a Ticket and authorising a Train which he does not accompany to proceed, the Pilotman must not permit another Train to enter the Section until he has received confirmation from the Signalman that the previous Train has arrived with the Ticket. If this condition cannot be met the traffic must be regulated accordingly.

During the time that the Line is worked by Pilotman, should a Train on which the Pilotman is riding become disabled between two Token Stations and, a second train or breakdown train is required to enter the Section to render assistance, the Pilotman must accompany the Fireman when he proceeds to the Token Station from which assistance can be most readily obtained laying the detonator protection required by Rule 179(a) as he goes. On arrival the Fireman must inform the Signalman there that an assisting Train or Engine is required to enter the obstructed Section. The Pilotman must arrange for an Engine to go to the assistance of the disabled Train, and he and the Fireman of the disabled Engine must ride on the assisting Engine to the obstruction. The Fireman of a light engine must protect the engine as directed when going for assistance, but before doing so, he must protect the engine in the opposite direction by placing on the rail three detonators, 10 yards apart, not less than 300 yards from the engine.

In the case of trollies which are single manned, the duties of the Fireman must be undertaken by the Driver. In all cases the Pilotman must accompany the assisting engine.

During the time that the Line is worked by Pilotman, should a Train, the Driver of which is in possession of a Pilotman's Ticket, become disabled between two Token Stations, it must immediately be protected in accordance with Rule 179(a). If a second train or

breakdown train is required to enter the Section to render assistance, the Fireman must then proceed to the nearest Token Station (if there is any doubt about the relative distances to the Token Stations he must go to the one in the rear) with the Ticket and inform the Signalman there and the Pilotman that an assisting Train or Engine is required to enter the obstructed Section. The Ticket must be handed back to the Pilotman, who must cancel it and arrange for an Engine to go to the assistance of the disabled Train, and the Pilotman and the Fireman of the disabled Engine must ride on the assisting Engine to the obstruction. The Fireman of a light engine must protect the engine as directed when going for assistance, but before doing so, he must protect the engine in the opposite direction by placing on the rail three detonators, 10 yards apart, not less than 300 yards from the engine. If, however, the Fireman has gone to the Token Station in advance, the Signalman there must advise the Signalman in the rear that assistance is required and the Fireman must speak directly to the Pilotman before an assisting engine or train is allowed to enter the Section. The Driver of the assisting train must pick up the Guard who will be protecting the train in the rear and who will conduct the assisting train to the disabled train. Having advised the Signalman of the circumstances of the obstruction and shown him the ticket, the Fireman must return to the train in order that he may hand it to the Pilotman who must then cancel it.

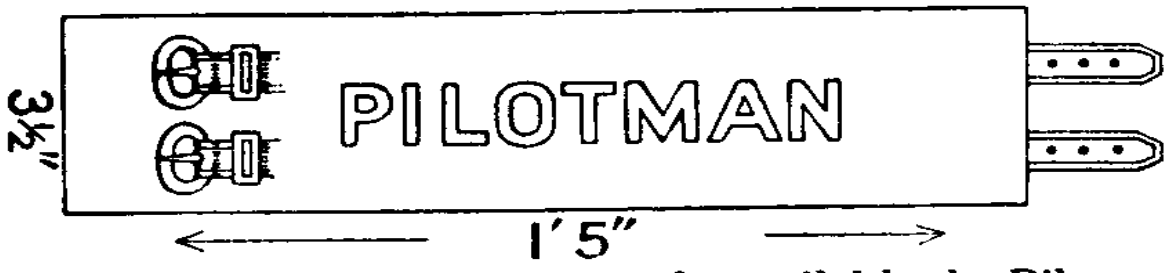
In the case of trollies which are single manned, the duties of the Fireman must be undertaken by the Driver. In all cases the Pilotman must accompany the assisting train.

(ii) When the Token communication fails and a Token is out of the Instrument at either end of the Section, or if one can be withdrawn at the end where the Pilotman is appointed (provided that the Token is obtained with the co-operation and consent of the Signalman at the other end of the Section, and that permission has been obtained for the Train to proceed in accordance with 'THE REGULATIONS FOR SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM'), the Pilotman must take possession of such Token. On arriving at the other end of the Section, he must show the Signalman there the Token, and also show it to the Driver of every Train passing over the Section during the time Pilot-working is in operation.

The Pilotman must keep the Token in his possession until it is required to be taken away by the Lineman, or until the Token apparatus is again repaired and ready for use.

If the Token is out of the Instrument at the opposite end of the Section to the Pilotman, then the Signalman there must return it to the Instrument.

(b) The Pilotman must wear a distinctive Badge, which, until the regular Badge can be obtained, must be a red flag tied round his left arm. The Regulation Badge is a red armlet with the word "Pilotman" shown thereon in white letters.



(c) If the Pilotman gives up the duty to another, he must first ensure that the new Pilotman fully understands the workings. He must then advise all Signalmen concerned of the name of the new Pilotman and they must record this on their forms PM2 (side 2). When this has been done, he must then obtain the signature of the new Pilotman on his form PM1 (side 2), thereafter handing the form and his armlet to the new Pilotman.

(d) After one Pilotman has been relieved by another, the Pilotman who has been relieved must not ride upon any Engine until he resumes duty as Pilotman.

(e) If the Signalmen are changed during the time that Working by Pilotman is in operation, the man coming on duty must be made acquainted, by the man going off duty, with the arrangement in

force. The Signalman coming on duty must, before taking charge, sign the form PM2(Side 1) then in the signal box in the presence of the Signalman going off duty, and the Signalman going off duty will be held responsible for seeing that this is done.

The Signalmen coming on duty must, at the first opportunity, advise the Pilotman of their name(s) and the time that they have taken duty, so that the Pilotman may record this on his form PM1(Side 2)

(f) When the Token apparatus is again repaired and ready for use, the Pilotman must dictate the cancellation of Pilot Working to the Signalmen at either end of the Section and they must record this on their forms PM2 (side 2) and in their Occurrence Books.

The Pilotman must record details of his instructions to cancel Pilot Working on his form PM1 (side 2) and thereafter complete the cancellation details below. Any Token in the possession of the Pilotman should then be restored to the Instrument, or handed to the Lineman if he be present.

Cancelled forms PM1 and PM2 should be forwarded to the Operations Manager.

(g) Signalmen must not on any account lower their Section Signals to allow any Train to pass into any Section that is being worked by Pilotman.

(h) *Not applicable to The Bluebell Railway.*

(i) If the Token communication fails, but the Bells remain in order, the usual Bell Signals must be exchanged.

(j) All cases of failure from whatever cause, must be immediately reported to the Lineman so that the failure may be rectified in the shortest possible time, and a full report of the matter, stating the nature of the failure, must be promptly sent by the Station Master to the Operations Manager.

(k) When the Block Bell has failed and telephone communication is available, the Signalmen must send the necessary bell signals by telephone, for example:-

Is line clear for * .....
Line is clear for * .....
Train entering section. *.....
Train out of section. *.....

* Description of train to be given.

These messages must be recorded in the Train Register as if they had been sent by bell code.

26 Recording Time When Signals are Forwarded and Received. -
(a) On taking duty, all Signalmen must sign a timed entry in the Occurrence Book (and in the Train Register when in use). The Signalman must examine the entries made by the previous Signalman to take duty and any made subsequently by other persons, where appropriate he must add the words "Entry/entries dated ..... noted" to the words "On duty".

(b) The time at which all Signals are sent and received must be made legibly with a pen in the Train Register and the Signalman on duty must place his name immediately under the last entry made by him at the expiration of his hours of duty. He must also make a timed entry in the Occurrence Book.

(c) If an incorrect entry is made, a line must be drawn lightly through it, and the correction made above or below it, so that the original entry may be clearly seen.

(d) In recording the time Signals are received and sent, fractional parts of a minute less than half-a-minute must not be counted, and the half-minute and fractional parts more than half-a-minute must be reckoned as a minute, thus 15¼ minutes must be entered as 15 minutes only, and 15½ minutes as 16 minutes.

27 Testing Token Instruments and Bells (16 consecutively). -
(a) This Signal must be used on the first opening of the signal boxes each day and also immediately after a thunderstorm to ascertain whether the Bells and Instruments are in perfect order, and only when no Train has been signalled.

(b) A Token must also be withdrawn and replaced by the Signalmen at each end of the Section.

28 *Not applicable to The Bluebell Railway.*

29 *Not applicable to The Bluebell Railway.*

30 *Not applicable to The Bluebell Railway.*

31 Parallel Lines. - With reference to Regulations 12, 12A, 17, 19, 20 and 22, where there are parallel Running Lines the necessary steps must be taken to stop or caution the Trains running on any Lines that may be obstructed by what has occurred.

32 Mixed Trains. - Mixed Trains conveying passengers and goods must be signalled and dealt with as Passenger Trains.

33 Level Crossings. The provisions of Rule 107 apply.

34 *Not applicable to The Bluebell Railway.*

34A *Not applicable to The Bluebell Railway.*

35 Token Damaged or Lost. - (a) If a Token is damaged so that it cannot be placed in the Instrument, the Lineman must at once be sent for, and on his arrival he must, in the presence of the Station Master or other person in charge, adjust the Instrument so as to allow the Token working to be carried on without the damaged Token, which must be taken away by the Lineman for repair.

Until the Lineman arrives and the Instrument has been adjusted, no Train must be allowed to travel over the Section affected, except in accordance with the instructions for Working by Pilotman (see Regulation 25).

NOTE. - If it is necessary to remove a second Token to put the Instrument in phase, the Lineman must take such second Token and lock it up until the damaged Token is repaired, when they must both be restored to the Instrument where they are most needed.

(b) If a Token is damaged after it has been withdrawn and before it has gone forward into the Section in advance, the Train for which it has been withdrawn must not be detained for Pilot-working, unless it is necessary to do so to avoid delay, but must be sent away with the damaged Token, and the Lineman at once sent for. When a Token is damaged and cannot be passed through the Instrument, it may be used by the Pilotman to take an Engine or Train to the other end of the Section for the purpose of establishing Pilot-working. He must keep the Token in his possession in accordance with Regulation 25 (ii).

(c) If a Token is lost, working must be conducted by Pilotman in accordance with Regulation 25 until every possible enquiry and search have been made for the missing Token, and, when it has been established beyond doubt that it cannot be found, the Lineman must be sent for and the Instrument adjusted by him so that the ordinary working may be resumed. In the event of the Token being afterwards found, it must be kept by the Station Master or other person in charge until the Lineman can arrange to return it to the Instrument.

(d) In the event of a Token being over-carried, it must be returned to the Instrument at the nearest or most convenient end of the Section to which it applies by the quickest available means unless Regulation 14B (a)(i) or (b)(ii) apply.

If any delay is likely to arise in returning the over-carried Token, Pilot-working in accordance with Regulation 25 must be put into operation.

36 Transference of Tokens (4-4-4-4). - (a) On Token Sections where a greater number of Trains are run in one direction than in the other, causing Tokens to accumulate at one end of the Section, the Tokens must, when necessary, be transferred by the Lineman from the Token Instrument at which the Tokens accumulate to the Instrument at the other end of the Section. Before taking out the Tokens the Lineman must advise the Signalman at the other end of the Section that he is about to do so by sending the prescribed Signal. The number of Tokens removed by the Lineman must be recorded by him in the Token Register provided for the purpose, and the Signalman must sign the entry and insert the time at which the transaction takes place; the Lineman must retain in his possession all the Tokens he has withdrawn until he has placed them in the Instrument at the other end of the Section.

(b) The Signalman at the Token Station to which the Tokens are transferred must, after having obtained the Token from the Driver of any Train in the appropriate Sections and placed it in the Instrument, immediately compare the number recorded in the Lineman's Register with the number of Tokens received, and when he has satisfied himself that the number is correct, and that the whole of the Tokens have been deposited in the proper Instrument, he must sign the Register and insert the time at which the transaction takes place.

NOTE. - The number of Tokens removed by the Lineman must always be an even number, that is 2, 4, 6 and so on.

The Key which opens the lid of the Instruments must, in all cases, be kept by the Lineman himself, and he alone must open the Instruments for the transfer of Tokens or for any other necessary purpose.

37 Speed of Trains. - When exchanging Tokens by hand, Drivers must not exceed a speed of 10 miles an hour.

38 Drivers Over-running Signals at Danger. When a Train passes a signal at Danger the Signalman must immediately inform the Driver of the fact. If necessary, the Train must be stopped specially.

If there is any doubt as to the correct working of the Signal, the Signalman must arrange for the Lineman to examine the apparatus without delay.

39 Electrically Controlled Points, Facing Point Locks, Signals and Block Instruments - Releasing Apparatus. (a) Sealed Releases. These are provided for use when a lever working points or facing point lock is locked either in the normal or reverse position by the failure of a track circuit.

Before using a sealed release, the Signalman must satisfy himself **on each occasion** that it is safe to do so, that the portion of line affected is clear and that no movement is about to be made over that portion of line.

Sealed releases must be used only in case of failures and not for traffic purposes.

(b) Use for Failures - Signal Lever. When a signal, in connection with which backlocking is provided, has been cleared for a train and the Signalman is unable to restore the signal lever to normal after the passage of the train due to a failure of a track circuit or treadle, he must satisfy himself that the line concerned is clear before operating the release. In some cases time releases are provided.

(c) Keys for Releasing Backlocks. These keys must not be used until the Signalman has satisfied himself that such a release is necessary and can be given with safety.

The release keys must not, in any circumstance, be allowed to remain in the keyhole and must be kept in the prescribed place.

(d) When a sealed release has been used in consequence of a failure of a track circuit, treadle or other apparatus, the Signalman must report the fact to the Lineman and make an entry in the Occurrence Book. In the case of sealed releases the glass or paper front must be renewed immediately normal working is resumed.

An entry must be made in the Occurrence Book showing the time when normal working is resumed and this entry must be countersigned by the Lineman.

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Regulation 25

SPECIMENS OF PILOTMAN'S FORMS
(To be printed on white paper)

Form PM1 (Side 1)

BLUEBELL RAILWAY

ELECTRIC TOKEN BLOCK SYSTEM

WORKING OF SINGLE LINES BY PILOTMAN DURING FAILURE OF TOKEN APPARATUS, OR WHEN TOKEN IS DAMAGED OR LOST (Regulation 25)

Location ..... Date ...../...../20.....

The Token Apparatus for the Section between ..... and

..... having failed
or the Token having been damaged or lost, the traffic between these places will be worked by Pilotman.

I, (insert name) ..... have been appointed by

(insert name) ..... To act as Pilotman.

The Bluebell Railway Signalling Regulation 25 will apply.

This information has been dictated to the following Signalmen:-

at (Signalbox Name)	**Name of Signalman**	**Time Dictated**
.....	.....	..... a.m./p.m.
.....	.....	..... a.m./p.m.

ALL SIGNALMEN ADVISED THAT WORKING BY PILOTMAN COMMENCED

at .....a.m./p.m.(time) ...../...../20 .....(date)

Signed .....(Pilotman)

.

PM1 (Side 2).....[05/16]

Change of Signalman at ..... Signalbox

Name of Signalman Time

....*a.m./p.m.

Change of Signalman at ..... Signalbox

Name of Signalman Time

....*a.m./p.m

Change of Pilotman

Name of new Pilotman Signature Time

....*a.m./p.m.

Noted by (name of Signalman) at (Signalbox) Time

....*a.m./p.m.

Noted by (name of Signalman) at (Signalbox) Time

....*a.m./p.m.

Cancellation of Working by Pilotman

Cancellation of Working by Pilotman dictated to :-

Signalbox Name of Signalman Time Cancelled

....*a.m./p.m.

....*a.m./p.m

This form cancelled at (time).....(date) ... /...../ 20.....

Signed ..... (signature of Pilotman)

THIS FORM, ONCE CANCELLED, MUST BE FORWARDED TO THE OPERATIONS MANAGER WITHOUT DELAY.

PM2 (Side 1)

BLUEBELL RAILWAY

ELECTRIC TOKEN BLOCK SYSTEM

SIGNALMAN' S FORM FOR WORKING OF SINGLE LINES BY PILOTMAN DURING FAILURE OF TOKEN APPARATUS, OR WHEN TOKEN IS DAMAGED OR LOST.

……..Signalbox Date …... / ……..…./20……

I have been instructed that because of:-

* (a) a failure of the Signalling equipment or

* (b) the need to work trains to or from the point of obstruction

that traffic will be worked by Pilotman, in accordance with Bluebell Railway Regulation 25,

Between + ……..…… and

+……..

This form is being completed at the dictation of …….
(name of Pilotman)

who will act as Pilotman and is * present / speaking from

+……..…….. at ……a.m. / p.m.

Name of Signalman (print) ……

Signed ……(Signalman)

Change of Signalman

Noted by:-

Name of Signalman (print) ……Signed ……(Signalman)

(delete as applicable)*
(+ insert location)

Form PM2 (Side 2)

SIGNALMAN'S FORM FOR WORKING SINGLE LINES BY PILOTMAN DURING FAILURE OF TOKEN APPARATUS, OR WHEN TOKEN IS DAMAGED OR LOST

Change of Pilotman:

Name of new Pilotman .....

Noted by (name) at (Signalbox) Time

....*a.m./p.m.

Cancellation of Working by Pilotman:

This form cancelled at the dictation of .....

Who is * present/speaking from .....

at (time) ..... a.m./p.m.

Signed ..... (Signalman)

(* delete as necessary)

Regulation 25

SPECIMEN OF PILOTMAN'S TICKET
(To be printed on yellow card)

Bluebell Railway

PILOTMAN'S TICKET

To be used when it is necessary to work the traffic of a single line by Pilotman owing to failure of the Electric Tablet, Staff or Key-token Apparatus or when the Electric Tablet, Staff or Key-token, or Ordinary Train Staff has been lost or is defective

To the GUARD AND DRIVER of the _____ *Train,*

From _____ *To* _____

You are authorised to proceed from _____

to _____ Pilotman following.

Signature of Pilotman _____

Date _____ [SEE OVER

(Front)

This ticket is to be given up by the Driver, immediately on arrival, to the Signalman at the Tablet, Staff or Key-token Station to which he is authorised to proceed, to be cancelled and afterwards forwarded to the Divisional Superintendent.

(Back)

INTENTIONALLY

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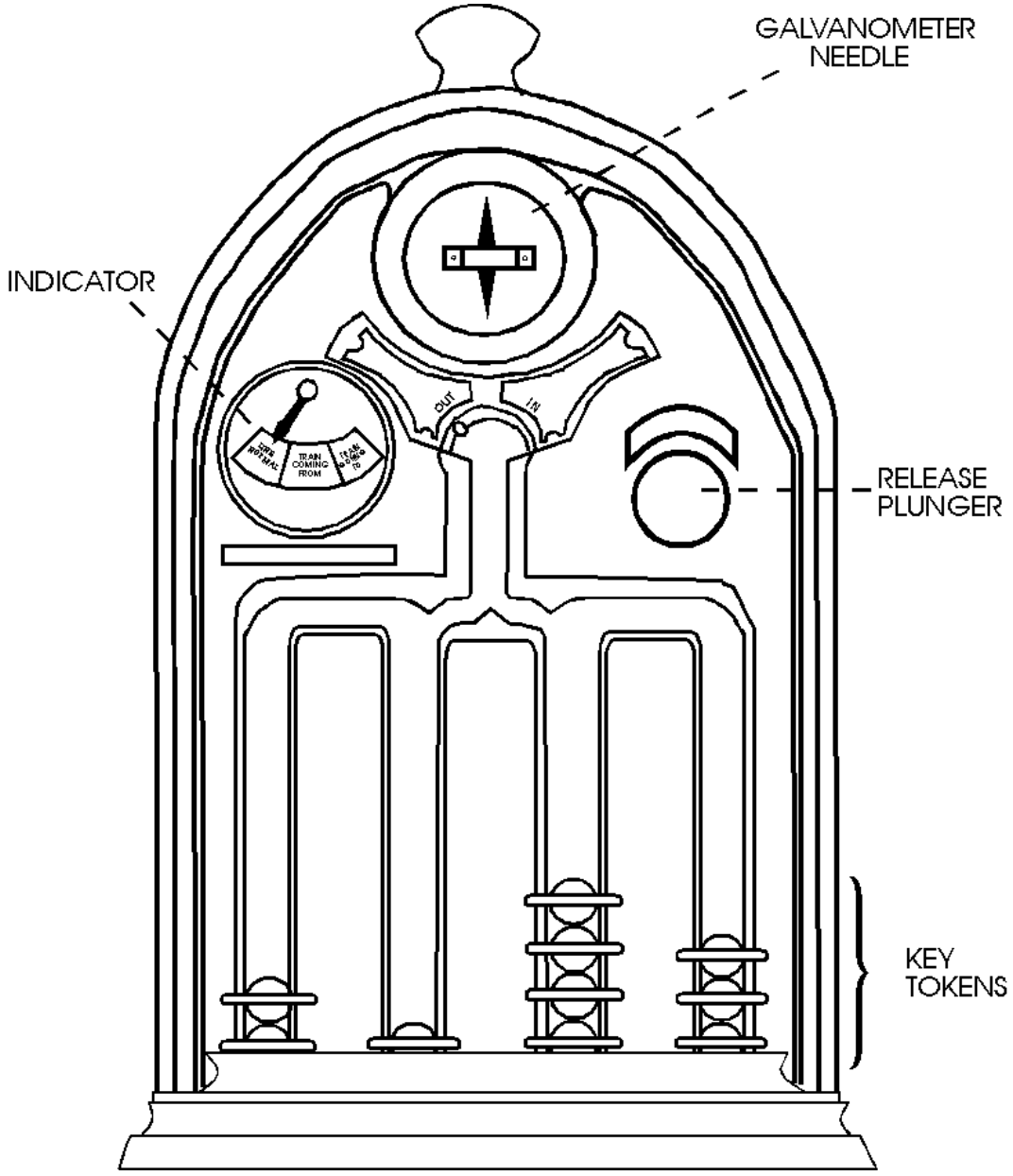
ELECTRIC TRAIN KEY-TOKEN INSTRUMENT



ELECTRIC TRAIN KEY-TOKEN INSTRUMENT

Mode of Signalling.- "A" and "B" and represent two Signal Boxes and the process of signalling a Train is as follows:-

Prior to the despatch of a Train from "A" the Signalman there, provided he has received the **Train Out of Section** Signal for the previous Train and permission has not been given for a Train to approach in the opposite direction, and provided the key-token indicator is in the **Line Normal** position, must give the prescribed **Is Line Clear** Signal to "B". If the Line be clear at "B" the Signalman there, if he is prepared to accept the Train, must acknowledge the Signal and hold in his plunger until the galvanometer needle, which will be deflected, momentarily returns twice to the upright position, which will indicate that a key-token has been withdrawn at "A". "B" must then immediately release his plunger.

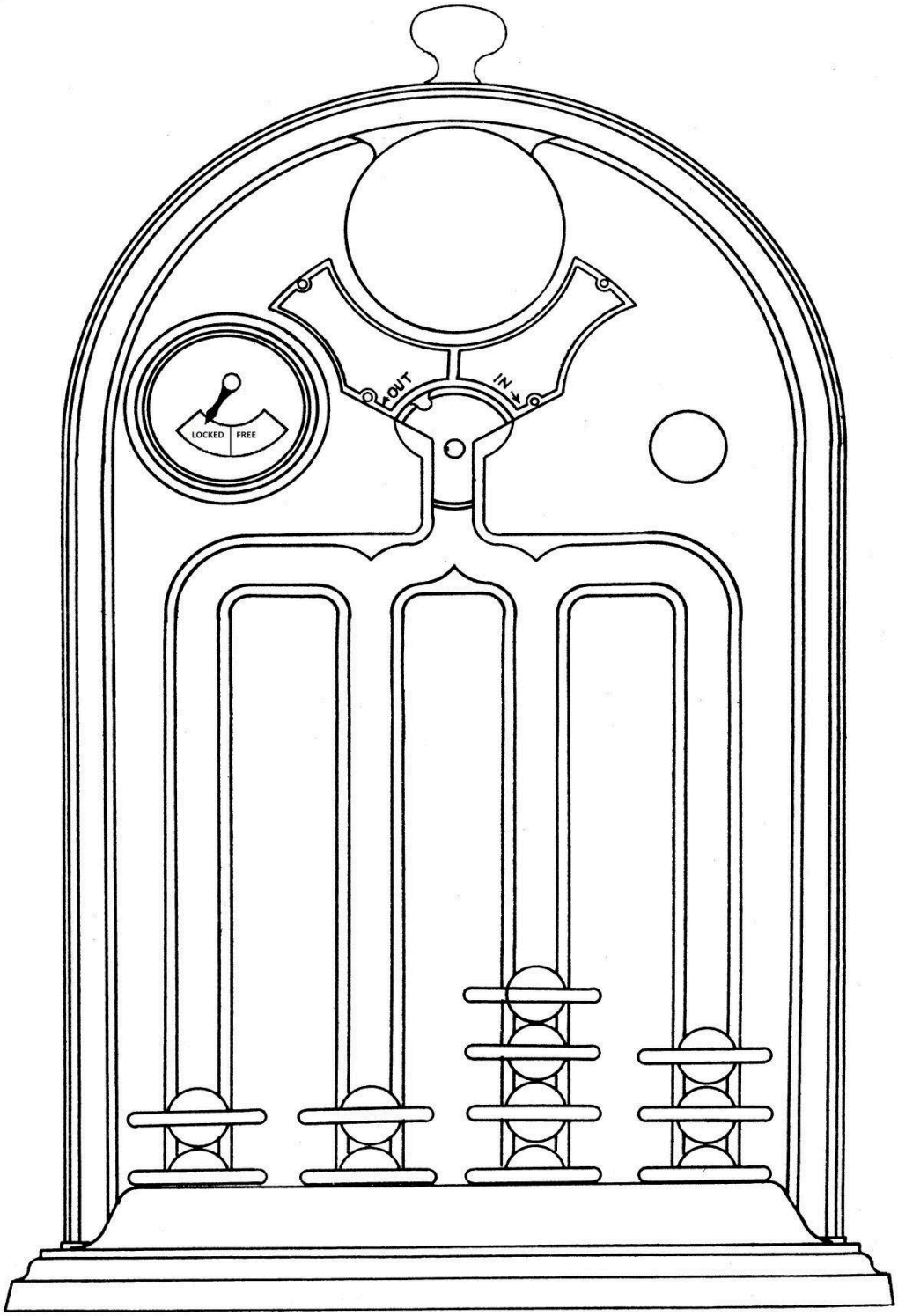
When the Signalman at "A" observes the galvanometer needle deflected after the acknowledgement of the **Is Line Clear** Signal, he must place a key-token on the pin and give it two quarter turns to the left, which will place his indicator to the **Train Going To** position. The key-token can then be withdrawn from the Instrument. When the galvanometer needle has again returned to the upright position after "B" has released the plunger, "A" must plunge to "B", which will change "B's" indicator to the **Train Coming From** position.

The Signalman at "A" will then lower his signals for the Train to leave and hand the key-token in the pouch to the Driver. On the Train leaving "A" the Signalman there must send the **Train Entering Section** signal to "B" and the Signalman at "B" must acknowledge the signal.

On arrival of the Train at "B" the Signalman must obtain the key-token from the Driver and, after replacing his signals, deposit it in the Instrument by placing it on the pin and giving it two quarter turns to the right. He must then plunge to "A" which will change "A's" indicator to the **Line Normal** position and give "A" the **Train Out of Section** signal which must be acknowledged. "A" must then plunge to "B" which will place "B's" indicator to the **Line Normal** position.

If necessary, a key-token can be replaced in the Instrument from which it was withdrawn, after which the **Cancelling** signal must be sent and acknowledged except as provided for in Regulation 13. A reciprocal plunge will restore each indicator to normal.

AUXILIARY KEY TOKEN INSTRUMENT



ONE ENGINE IN STEAM WORKING BY MEANS OF THE ELECTRIC KEY TOKEN INSTRUMENT

Mode of Signalling.

The Instrument located in Kingscote Signalbox is outwardly identical to that shown on Page 42 of these Regulations.

However, as there is no companion Instrument available to effect the release of a Token, the following applies.

Provided that the key-token indicator in the Kingscote Signalbox shows **Line Normal**, all Signals for the Section are shown to be 'On' and all appropriate Track Circuits are clear, then the Signalman at Kingscote must place a key-token on the pin of his Instrument and briefly depress the plunger on his Instrument. This will cause the galvanometer of his Instrument to be deflected clockwise from the upright position and it will remain so deflected for some five to seven seconds.

During this time he should turn the token two quarter turns to the left, which will place the indicator to the **Train Going To** position. The key-token can then be withdrawn from the Instrument

He may then lower his Up Signals for the train to leave and hand the token in the pouch to the Driver.

If necessary, a key-token can be replaced in the Instrument without a train proceeding and the Signalman must then depress his plunger when all appropriate signals have been placed to **'On'**, in order that the **Line Clear Release** be cancelled.

In certain circumstances it may be necessary for a key-token to be released from the **Auxiliary Instrument**, in which case see the procedure following.

ONE ENGINE IN STEAM WORKING BY MEANS OF THE ELECTRIC KEY-TOKEN AUXILIARY INSTRUMENT.

The Auxiliary Instrument differs from the Master Instrument as detailed and illustrated below.

This Instrument has no galvanometer and no plunger. The indicator will show either **'Locked'** (on a red background) or **'Free'** (on a green background). Release of a key-token is controlled by the Signalman at Kingscote as follows:-

The person authorised to operate this Instrument will do so as laid down in the Local Instructions.

Before he requests the release of a key-token he **must** raise a key token from the magazine to the pin and turn it one quarter turn to the left (anti-clockwise). **This action will disable the Signalman's local release facility.** He may then proceed with requesting the release of a key-token in accordance with Local Instructions. When the Signalman at Kingscote is satisfied that all conditions have been met and the line is clear for the train to proceed, he may then depress **and hold**

the plunger on his Instrument, which will cause the indicator on the Auxiliary Instrument to change from **'Locked'** to **'Free'.**

The person operating this Instrument may then turn the key-token one further quarter turn to the left and remove it from the Instrument.

These actions will cause the indicator on the Auxiliary Instrument to return to **'Locked'** and the indicator on the Signalman's Instrument to move to the **'Train Coming From'** position.

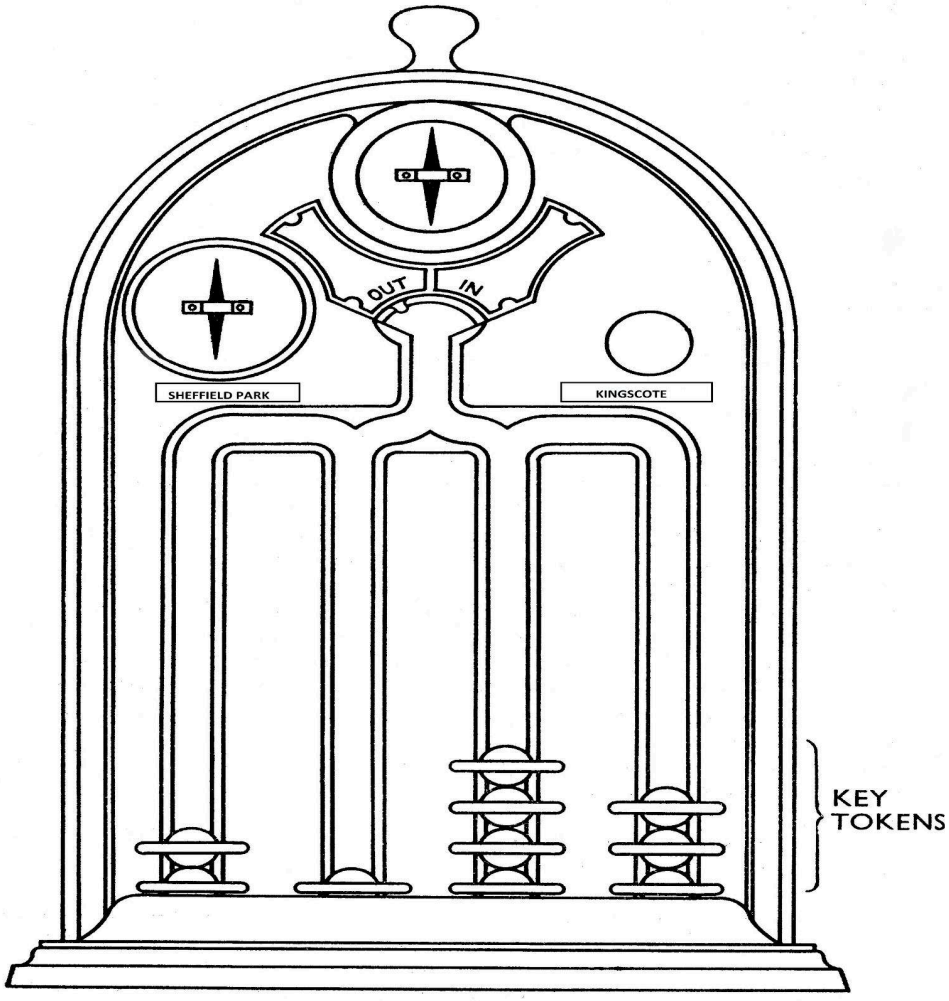
The person operating the Auxiliary Instrument must retain the key-token so obtained in his possession until the Signalman has authorised him to place the key-token in the pouch and then deliver it to the Driver, in accordance with local instructions.

INTENTIONALLY

BLANK

LONG SECTION WORKING

INTERMEDIATE INSTRUMENT



This Instrument has no plunger fitted.

The Indicator on the left is replaced by a Galvanometer which is labelled

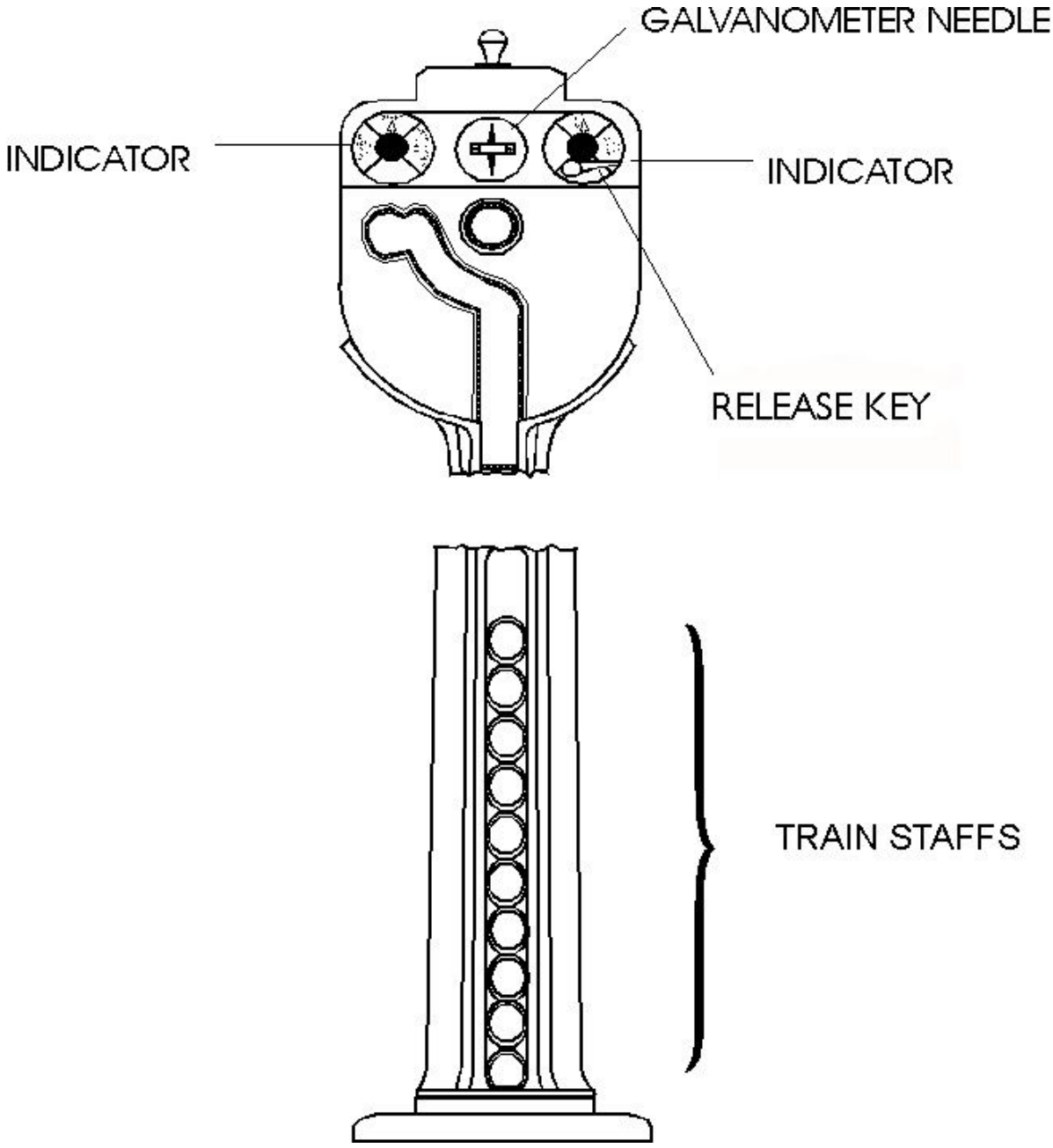
'SHEFFIELD PARK'

The Upper (Centre) Galvanometer is labelled

'KINGSCOTE'

In order to obtain a Long Section Token from this Instrument, a simultaneous plunge must be made by the Signalmen in the adjacent Signalboxes and only when **both** galvanometers are deflected may a token be withdrawn.

ELECTRIC TRAIN STAFF INSTRUMENT



Method of Signalling. - "A" and "B" represent two consecutive Block Signal Boxes and the method of signalling a Train is as follows:- Prior to the despatch of a Train from "A" the Signalman there, provided he has received the **Train Out of Section** Signal for the previous Train, and permission has not been given for a Train to approach in the opposite direction, must give the prescribed **Is Line Clear** Signal to "B". If the Line is clear, the Signalman at "B" must acknowledge the Signal and must hold down the Release Key and continue to hold it down until the Needle returns to its upright position.

The holding down of the Release Key by "B" will cause the needle in "A's" Instrument, as well as in his own, to be deflected to a slanting position, and on seeing the Needle assume that position, "A" must point his right-hand Indicator to **For Staff** and take out a Staff which will mechanically repoint his right-hand Indicator to **For Bell.** As soon as "A" has taken out a Staff, he must turn the Pointer of his left-hand Indicator to **Down Staff Out** if it is a Down Train, or **Up Staff Out** if it is an Up Train. "B" must also turn his left-hand pointer to **Up Staff Out** or **Down Staff Out** as the case may be.

When the Staff has been withdrawn, the Signals may be lowered and the Train allowed to proceed, after the Staff has been handed to the Driver, the **Train Entering Section** Signal being given to and acknowledged by "B". On arrival of the Train at "B" the Signalman there must obtain the Staff from the Driver and insert the Staff in his Instrument and give the **Train Out of Section** Signal to "A" which must be acknowledged. Both "A" and "B" must then repoint their left-hand Indicators to **Staff In** and their instruments will again be in the normal position, ready for another Train in either direction.

The Indicator on the left-hand side of the Instrument is provided for the Signalman to remind himself of the state of the Section. Its normal position must be at **Staff In.**

If necessary, a Staff can be replaced in the Instrument from which it was withdrawn after which the **Cancelling** Signal must be sent and acknowledged except as provided for in Regulation 13.