

Circumstance [Rule Book Reference]		MAX SPEED (mph)
Out of Course Working	Single Line Working - Right Direction [P1-9.3]	Line Speed
	Single Line Working - Wrong Direction [P1-9.4.2]	50
	TBW (RT3184) / ESW (NR3190) [S5-6.6/5.6]	
	Modified Working of Single Lines [P2-7.7]	
	Examine line for suspected track defect [TW1-12.1, 12.3] (CP required in darkness / poor visibility / examining within a tunnel - if available)	20
	Examine OLE (CP required in darkness / poor vis - if available) [AC-14.2]	15
	Unworked points / crossings and over ALL points when signaller gives authority to pass signal at Danger [S5-4.1]	
	SLW (unsecured points or first train in section) [P1-6.2c]	
	Examine the line in a tunnel (CP required if available) [TW1-12.1]	10
	Under damaged over-bridge [TW1-5.2]	5
Hot Axle Box	Wrong Direction Movement (NOT SLW) [TW7-3]	CAUTION
	Bridge strike / damaged rail inspection [TW1-5.1/2]	Signaller Advised
	HAB - No evidence of overheating (must be examined within 50 mi unless passes another HABD that does not activate).	Line Speed
	Second HABD activation - Requires RST examination [TW5-15.5]	20
	Confirmed HAB [TW5-15.6] Over points and crossings	10 5


Drivers Reference Card - v1.2.2 - 20230928



Circumstance [Rule Book Reference]		MAX SPEED (mph)
AWS/TPWS/DSD/DVD	AWS / TPWS / DSD / DVD isolated (with CP) [TW5-4.5/24.5/8.4]	Line Speed
	AWS / TPWS / DSD / DVD isolated (without CP) [TW5-4.5/24.5/8.4]	60
	AWS isolated / not equipped during poor visibility [TW5-4.5]	40
	AWS / TPWS AND DSD / DVD isolated [TW5-8.4]	AWS / TPWS Restriction Applies
Equipment Failure	GSM-R network failure [TW5-25.2]	100/60 Signaller to advise
	Headlight complete failure (white light required e.g. marker lights) [TW5-14.3]	20 Frequent Horn
	Portable headlight or TOC light fitted [TW5-14.2/14.3]	75
	Tail lamp complete failure (Proceed as signaller instructs after displaying red hand lamp at end of train) [TW5-14.3]	STOP & Report To Signaller
	Complete Horn Failure (partial continue as normal) [TW5-27.3]	20
	Broken Windscreen [TW5-9.2] Ensure can see necessary details. (CP required if damage extensive)	Reduced Speed Frequent Horn
	Defective Controls (CP required if driving from another forward facing cab) [TW5-10]	5 (no auto brake for CP)
	Defective Speedo (Tell sig. immediately, don't move without instruction, obey directions given) [TW5-21.2]	Safe Reduced Speed
	Wheel Flats 60-100 mm OR Obvious damage [TW5-26.2c]	20
	Wheel Flats > 100mm OR other serious damage Requires RST inspection [TW5-26.2c]	STOP

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Circumstance [Rule Book Reference]		MAX SPEED (mph)
Weather Conditions	<b>Poor visibility</b> - reduce speed according to the conditions Routes with <b>NO AWS</b> [TW5-4.5]	<b>SRS</b> — <b>40</b>
	<b>Snow not more than 8 inches above railhead.</b> Conduct full service <b>Running Brake Test</b> every <b>3-5 minutes</b> and see <b>10mph reduction in speed.</b> [TW1-34]	10mph below line speed <b>if</b> LS > 50 mph
	<b>Snow 8 inches above railhead</b> [M3-5.1/2]	<b>STOP</b>
	<b>Flooding up to bottom of rail head</b> [M3-4.1]	<b>Line Speed</b>
	<b>Flooding between top and bottom of rail head</b> [M3-4.1]	<b>5</b>
	<b>Flooding above / pooling water / dislodging ballast (Inform signaller)</b> [M3-4.1]	<b>STOP</b>
Circumstance	Form	Actions
<b>Signalling Irregularity</b>	RT3185	Hand in to TPE
<b>Emergency Special Working</b> Isolate TPWS	NR3190 [S5-5.5]	Write “CANCELLED” Hand in to TPE <b>Reinstate TPWS</b>
<b>Temporary Block Working</b> Temp. Isolate TPWS	RT3184 [S5-6.5]	Hand to handsignaller <b>Reinstate TPWS</b>
<b>Modified Working</b>	RT3177 [P2-7.4/5]	Write “CANCELLED” Hand in to <b>TPE</b> .
<b>Single Line Working</b>	RT3193 [P1-9.1]	Write "CANCELLED" on ticket and hand to <b>Pilot</b> else TPE (if no pilot).
<b>Working of single lines by Pilot</b>	RT3156 [P2-3.3]	
Rail Adhesion 		
<b>Good</b> – Conditions are good		
<b>Expected</b> – As you would expect for the prevailing weather conditions. This does not need reporting.		
<b>Reportable</b> – Worse than expected. Contact the signaller.		


<b>FAULTS Requiring You To Stop &amp; Contact The Signaller Immediately</b>  
<b>Air Suspension</b>
<b>AWS including RT3185 codes 5/7</b> (Bell Instead of Horn / no indication given)
<b>Axle Boxes</b>
<b>Brakes</b>
<b>Doors</b> (cannot close)
<b>DSD / DVD</b>
<b>Driver Window Broken / Obscured</b>
<b>Driving Controls Defective</b>
<b>EBS</b> (Guard Travel In Rear Cab)
<b>External Orange Hazard Lights</b>
<b>Head / Tail Lights</b>
<b>Lifeguards</b>
<b>Sanding Equipment</b> (If think will have difficulty stopping train)
<b>SDO</b> (If suspect line side equipment fault)
<b>Speedo</b> (Travel at SRS to meet all restrictions)
<b>TCA</b> (If cannot continue normally)
<b>TIS</b>
<b>TPWS</b>
<b>No Horn</b> (Complete Failure)
<b>WSP</b> (If think will have difficulty stopping train)
<b>ALL* other faults should be reported to the signaller at the earliest convenient point.</b>
<b>* DRA - Report to Control ONLY</b>

PAU Leaving Station - EMERGENCY BRAKE, CONTACT GUARD & SIGNALLER

PAU Elsewhere - Override (if appropriate) stop in suitable place  
(avoid Tunnels / Viaducts / Points / Level Crossing / Places difficult to deal with situation)



Notable Distances 	Distance
<b>Poor Visibility &amp; No GSM-R Contact</b> [M2-3.1b] Go and wait for assisting train (Red Hand Danger)	<b>300m</b>
Emergency Protection (TC clips & 3 dets) [M1-3.1, 3.2-8]	<b>1 ¼ miles (2km)</b>
Safe distance to stand from exploding dets. [G1-1.11]	<b>30m</b>
Minimum safe distance from OLE [AC-4.1]	<b>9ft (2.75m)</b>
Minimum safe distance from National Grid (fallen power lines) [G1-1.10]	<b>5m</b>
On or Near the line within... Also when within 4ft / 1.25m of platform edge <b>AND</b> carrying out work. [G1-6]	<b>10ft (3m)</b> (No Fence)
Position of Safety [G1-6] (Line Speed <= 100 mph)	<b>4ft (1.25m)</b>
Position of Safety [G1-6] (Line Speed > 100mph)	<b>6ft 6inches (2m)</b>
Returning to platform after over-run. [TW1-38.2] (With signallers permission and NOT passing over AHB crossing [TW7-4.2]	<b>400m</b>
Coupling [SS2-7.2]	<b>6ft then 2ft</b>
<b>Maximum</b> detach distance [TW1-20.5]	<b>2ft</b>
Bell Buzzer Codes [TW1-9] 	
<b>1</b>	Stop
<b>2</b>	Ready To Start
<b>3</b>	Set Back
<b>4</b>	Slow
<b>6</b>	Draw Forward
<b>9</b>	Police Assistance Required
<b>2-2</b>	Don't Open Doors
<b>3-3</b>	Guard Required By Driver
<b>1-2</b>	Close Doors
<b>3-1</b>	Lock Doors
<b>3-3-1</b>	Unlock Doors
<b>3-2-1</b>	Testing Doors

 Handsignals	Proceed With	
Single Line Working [P1-3.5.3]	On TCB opposite the signal protecting the crossover where trains return to the proper line. <b>(IF handsignaller provided)</b>	Yellow
	ON AB opposite the home signal worked from the same signal box that controls the crossover where trains return to the proper line. <b>(IF handsignaller provided)</b>	Yellow
	Opposite any other signal where trains might have to stop.	Yellow
	At any controlled level crossing where the hand signal shown opposite the signal protecting the crossing.	Yellow
	At an intermediate signal box unless it is closed.	Yellow
	At an AHBC under local control	Green
	At a CCTV / OD / RC crossing where an attendant is appointed	Green
	At any manually controlled level crossing protected by signals.	Green
	At unworked points when approaching in the facing direction.	Green
	At the entrance signal for TBW (also exit if it cannot be cleared). [S5-6.5]	Yellow
Cab Passes		
Driver Assessor (Can assess / instruct)		
Fully competent in Rules & Regs (not a driver)		
PTS Competent (card or book)		
Guests / VIPs (MUST be accompanied by GREEN or specially endorsed BLUE/YELLOW pass holders)		
Route Learner from another TOC		
Non PTS (required to ride for their role)		