

Railway Group Standard

GK/RT0044

Issue Three

Date December 2014

Permissive Working

Synopsis

This document defines the requirements associated with signalling a second train onto a section of railway line which is already occupied by a train.

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Issue record

Issue	Date	Comments
One	July 1997	Original document
Two	June 2013	Updates to issue one bring the requirements into compliance with the Railway Group Standards Code. This includes replacing the requirement to specify the distance between the stop signal controlling the entry to the platform and the start of the platform with a requirement to determine the acceptability of the distance on a case-by-case basis using a risk assessment approach.
Three	December 2014	Amended requirements to signalling controls in sections 3.2 and 4.2 to address proposal 12/031 allowing the calling-on movement authority to be displayed when the approaching train is within 100 m of the signal. Related and referenced documents sections have also been updated.

Amended or additional parts and/or sections of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Railway Group Standard is superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GK/RT0044 issue two Permissive Working	All	07 March 2015

GK/RT0044 issue two Permissive Working, ceases to be in force and is withdrawn as of 07 March 2015.

Supply

The authoritative version of this document is available at www.rgsonline.co.uk.
Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.

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Part 1 Purpose and Introduction

1.1 Purpose

- 1.1.1 This document defines requirements for signalling two trains, the second having been signalled onto a running line which is already occupied.

1.2 Introduction

1.2.1 Principles

- 1.2.1.1 The requirements of this document are based on the following principles:
- a) Railway operations allow only one train on a section of running line at a time.
 - b) Permissive working allows a second train to enter an already occupied section and thus violates this principle.
 - c) The requirements of this document are therefore intended to ensure that permissive working is conducted in a safe manner and with an assessment of all the factors that might affect a driver's ability to perform this manoeuvre satisfactorily.

1.2.2 Related requirements in other documents

- 1.2.2.1 The following Railway Group Standards contain requirements that are relevant to the scope of this document:

GE/RT8000	Rule Book
GE/RT8037	Signal Positioning and Visibility
GE/RT8270	Assessment of Compatibility of Rolling Stock and Infrastructure
GK/RT0045	Lineside Signals, Indicators and Layout of Signals
GK/RT0058	Lineside Signal Aspect and Indication Requirements
GM/RT2483	Visibility Requirements for Trains

1.2.3 Supporting documents

- 1.2.3.1 The following Rail Industry Guidance Note supports this Railway Group Standard:

GK/GN0644	Guidance on Permissive Working
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1.3 Approval and authorisation of this document

- 1.3.1 The content of this document was approved by Control Command and Signalling (CCS) Standards Committee on 18 September 2014.
- 1.3.2 This document was authorised by RSSB on 21 October 2014.

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Part 2 Compatibility Requirements for Permissive Working

2.1 Compatibility between systems for permissive working and train operations

- 2.1.1 The design of new or altered arrangements for rolling stock, facilities or operation for permissive passenger (PP) or permissive freight (PF) working shall be assessed to establish compatibility with the infrastructure and rolling stock authorised to operate over the route.
- 2.1.2 The assessment for PP working shall consider the factors set out in Appendix A.

2.2 Specific factors for passenger train movements

- 2.2.1 Facilities for signalling a passenger train onto an occupied line shall only be provided where all of the following apply:
 - a) It is a platform line.
 - b) The purpose is for platform sharing and / or joining trains.
 - c) There is no reasonably practicable alternative method of working which presents less risk.

2.3 Specific factors for freight train movements

- 2.3.1 Facilities for signalling a freight train onto an occupied line shall be provided where all of the following apply:
 - a) There is no reasonably practicable alternative method of working which presents less risk.
 - b) Permissive working is confined to freight trains.