

No: NRS 298 Revised

## Network Rail Safety Bulletin

### Rule Book Changes for Maximum Speed where ESR's are Imposed

**For the Attention of: Network Rail Employees, Principal Contractors, Contractors.**

#### **Background:**

This bulletin highlights a change to the forthcoming December 2013 Rule Book, which affects the Engineering Speed Restriction's (ESR's) procedure.

Previously, if a signaller was advised by an engineer to impose a 50mph ESR (example speed), the signaller would instruct drivers to pass over the ESR location at 20mph until the lineside equipment/notices were put in place.

#### **Planned Changes from 4<sup>th</sup> November 2013**

Under the new instructions, the signaller will have the authority to instruct the driver to travel at the speed authorised by the engineer.

The speed instructed by the engineer is the speed the signaller will instruct the driver to travel over at the ESR location. There will be no requirement for a blanket 20 mph speed restriction before lineside equipment/notices are positioned.

This bulletin has been written to clarify and remind staff of this change. The change will be implemented on the 4<sup>th</sup> November and will form part of the changes to the December Rule book Updates 2013.

#### **Key Message:**

When placing TSR or ESR boards, the COSS when putting out the boards treats the line as line speed not the speed that is to be imposed.

When setting up a "safe system of work", you may take into account an emergency speed restriction (ESR) or temporary speed restriction (TSR) as long as it has been imposed for the work.

