



## COSS REVISION NOTES

### POSSESSIONS

#### INSIDE A POSSESSION INSIDE A WORKSITE

- Sign in with ES / SWL2

For Safeguarded, Fenced or Separated Safe Systems with Engineering Trains speed must be at walking pace (5 MPH).

Bear in mind the other lines at site outside the possession which will be at full linespeed. If these adjacent lines are open you can't call it Safeguarded. It must be Fenced or Separated. Then the rules and distances for Fenced or Separated Safe Systems of Work apply.

(If above walking pace with Engineering Trains it is not Safeguarded, Fenced or Separated, and lookout warnings need to be provided as for open line working.)

Sign Out with ES / SWL2

#### INSIDE A POSSESSION OUTSIDE A WORKSITE

- ALL LINES ARE OPEN – **OPEN LINE WORKING WITH PICOPS AUTHORITY**

ONLY IF PRE PLANNED SIGN IN WITH PICOP

USE POSSESSION ARRANGEMENTS FOR PROTECTION (25 MPH SPEED RESTRICTION NORMALLY)

EXPECT TRAINS FROM EITHER DIRECTION

SIGN OUT WITH PICOP AT END

#### ALL LINES ARE OPEN - **OPEN LINE WORKING WITHOUT PICOPS AUTHORITY**

- DON'T NEED TO SIGN IN WITH PICOP

SET UP SAFE SYSTEM AT FULL LINESPEED EXPECTING TRAINS FROM EITHER DIRECTION.

DON'T RELY ON POSSESSION ARRANGEMENTS AS POSSESSION CAN BE GIVEN UP AT ANY TIME.

## LOOKOUTS AT NIGHT

Sighting distance can be obtained with site lookout alone with speed restriction of 20 MPH, (As he would not see a flag waved from a distant lookout in the dark), or Pee Wee / LOWS is used, or in worksite in a possession.

## SEPARATED

- COSS PLUS SITE WARDEN AND GROUP 2M AWAY
- COSS WITHOUT SITE WARDEN ASSISTANCE
  - ON HIS OWN 2M
  - COSS WITH ONE OTHER 2M
  - COSS WITH MORE THAN ONE OTHER 3M

## FENCED

- RIGID / VORTOK 1.25M (0-125 MPH)
- NETLON / TAPE 1.25M (0-40 MPH)  
2M (41MPH UPWARDS)

## LINE BLOCKAGES

- With Signal Only Protection
  - CALL THE SIGNALLER & AGREE THE ARRANGEMENTS
  - FILL IN LINE BLOCKAGE FORM RT3181
  - NO TIME RESTRICTION
  - NO RESTRICTION ON NUMBER OF PEOPLE
  - CHANGE OF COSS ALLOWED
  - AGREE CALL BACK TIME AND GET AUTHORITY NUMBER

## **Additional Protection required** (WHEN WORK AFFECTS THE SAFETY OF THE LINE)

- TCOD
- DETONATOR PROTECTION
- DISCONNECTION
- TOKEN
- EPR

## **LINE BLOCKAGES WITH ADDITIONAL PROTECTION (USED IF WORK AFFECTS THE SAFETY OF THE LINE)**

### **- WITH DETONATORS**

- 3 DETS 20M APART, 1<sup>ST</sup> DET AT SIGNAL, OTHERS BEYOND SIGNAL.
- PLB AT FIRST DET AT SIGNAL
- AT BOTH ENDS IF BIDIRECTIONAL
- CLEAR OF ANY POINTS / CROSSOVERS THAT WILL BE USED FOR NORMAL TRAIN MOVEMENTS.

### **- WITH DISCONNECTION**

- WHEN ASKED BY COSS, SIGNALLER ARRANGES IT WITH PERSON COMPETENT TO DISCONNECT (IT CAN BE THE COSS IF COMPETENT)
- COMPETENT PERSONS NAME DOING DISCONNECTION ON BACK OF RT3181
- PLACE HAND DANGER SIGNAL
- GET AUTHORITY NUMBER

### **- WITH TCOD**

- SHOWS IN SECTIONAL APPENDIX IF ALLOWED IN AREA
- ORANGE TCOD BULLHEAD RAIL / YELLOW TCOD FLAT BOTTOMED RAIL
- SIGNALLING EQUIPMENT MUST BE WORKING PROPERLY
- WORK MUST NOT AFFECT CORRECT OPERATION OF TRACK CIRCUIT.
- SIGNAL ON APPROACH HELD AT DANGER PRIOR TO TCOD PLACEMENT
- VERBALLY CHECK TRACK CIRCUIT SHOWS CLEAR
- ASK PERMISSION TO PLACE
- PLACE TCOD
- VERBALLY CHECK (ASK) THAT TRACK CIRCUIT SHOWS OCCUPIED
- GET AUTHORITY NUMBER
- PLACE HAND DANGER SIGNAL

### **- WITH TOKEN**

COSS RETAINS THE TOKEN

OLP

GET FORM C (RT3116) FROM NOMINATED PERSON & BRIEFING FOR PERMIT

COMPLETE PART 1

BRIEFINGS TO COSS BY NOMINATED PERSON (ISSUER OF PERMIT)

WORKING LIMITS

DETAILS OF ANY LIVE EQUIPMENT THAT IS ADJACENT TO OR CROSSES OVER EARTHED EQUIPMENT

WHERE ITS LIVE AND WHERE ITS EARTHED.

PERMIT DOES NOT MEAN TRAIN MOVEMENTS HAVE STOPPED

BRIEFING BY COSS TO HIS GROUP

WORKING LIMITS

DETAILS OF ANY LIVE EQUIPMENT THAT IS ADJACENT TO OR CROSSES OVER EARTHED EQUIPMENT

WHERE ITS LIVE AND WHERE ITS EARTHED.

ANY TRAIN MOVEMENTS / OPEN LINES

ALWAYS NEW COSS INFORMS NOMINATED PERSON WHEN THERE IS A CHANGE OF COSS.  
(AND BOTH COSSES COMPLETE PART 2)

RETURN FORM C TO NOMINATED PERSON AND COMPLETE PART 3

CRP

GET FORM D FROM ES OR AUTHORISED PERSON & BRIEFING FOR PERMIT

COMPLETE PART 1

(UNDER PROCEDURE A ES ISSUES PERMIT

UNDER PROCEDURE B AUTHORISED PERSON ISSUES PERMIT)

UNDER PROCEDURE B (IN THE MERSEYRAIL/ NORTHERN CITY LINES) NOMINATED PERSON ISSUES PERMIT)

BRIEFINGS TO COSS BY ES / AUTHORISED PERSON (ISSUER OF PERMIT)

WORKING LIMITS

WHERE ITS LIVE AND WHERE ITS EARTHED./ FLOATERS

ISSUE OF PERMIT DOES NOT MEAN TRAIN MOVEMENTS HAVE STOPPED

BRIEFING BY COSS TO HIS GROUP

WORKING LIMITS

WHERE ITS LIVE AND WHERE ITS EARTHED.

ANY TRAIN MOVEMENTS / OPEN LINES

ALWAYS NEW COSS INFORMS ES / AUTHORISED PERSON WHEN THERE IS A CHANGE OF COSS. (AND BOTH COSSES COMPLETE PART 2)

RETURN FORM D TO ES / AUTHORISED PERSON AND COMPLETE PART 3

## LINE CLEAR VERIFICATION (LCV)

AXLE COUNTERS PUT IN / INSTALLED TO REPLACE TRACK CIRCUIT IN THESE AREAS (**SO NO TRACK CIRCUIT IN THESE AREAS**)

LCV AREAS SHOWN IN THE SECTIONAL APPENDIX

MUST HAVE AT LEAST 3 WHEELS FOR THE LCV PROCESS TO APPLY.

LCV PROCESS APPLIES TO SIGNALLER, PICOP, ES, COSS, MC AND CP.

VEHICLE MANAGEMENT FORMS (VMF)

VMF'S HELD BY SIGNALLER, PICOP, ES, COSS AND MC.

FORMS RECORD MOVEMENTS OF VEHICLES

FORM FOR COSS FOR TROLLEYS (MAX 5 TROLLEYS)

COSS AND ES CAN PUT TROLLEYS ON THE LINE.

**TO GIVE UP WORKSITE - ES AND PICOP TALLY UP FORMS**

**TO GIVE UP POSSESSION – PICOP AND SIGNALLER TALLY UP FORMS**

These are just some key point notes to help with your revision and are uncontrolled and can soon go out of date especially with things changing as fast as they are. I suggested you could use these to begin your own notes and add to them as you discover new information. You could end up with a word document that had lots of good notes to help you revise.

These are not the be all and end all and just meant to help you with things you had a little trouble remembering. Ideally these could be used in conjunction with other sources of information to revise and to formulate some great notes. But you need to be wary as these can go out of date.